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THOMAS E. DEWEY, GOVERNOR

REPORT ON ARTERIAL ROUTES IN THE ROCHESTER URBAN AREA

Prepared by

THE DEPARTMENT OF PUBLIC WORKS

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1947

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Rochester
1947

CHAS. H. SELLS
SUPERINTENDENT

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ALBANY 1

August 14, 1947.

Hon. Samuel B. Dicker
Mayor of the City of Rochester
Rochester, New York

Hon. Carl R. Bausch, Chairman
Monroe County Board of Supervisors
Rochester, New York

Gentlemen:

I am pleased to inform you that the State of New York is prepared to advance the construction of certain arterial highway improvements within the City of Rochester in conformance with the comprehensive plan of development described in the following report.

In 1942, legislation was adopted authorizing construction of the Thruway which, when completed, will extend from Pennsylvania line near the City of Erie, to the northern New Jersey line near New York City. It will continue northeasterly from Pennsylvania to the Buffalo urban area and extend from that section easterly across the State to serve Rochester, Syracuse, Albany and intervening communities. From Albany, the route will follow the westerly side of the Hudson River to the northerly New Jersey line, where it will

be connected with New York City by way of the George Washington Bridge and high capacity New Jersey routes. The main Ontario Thruway is located about five miles south of the City of Rochester. There will, however, be two Thruway connections; one extending southeast from the city and one extending southwest from the city.

Still further legislation was passed in 1944 setting forth a new policy with respect to city thoroughfares connecting with State highways. Prior to that time, State highway funds were used almost exclusively in the rural districts, but this new policy permits the State to improve and develop arterial routes within the cities themselves. It will permit the State to construct many desperately needed improvements which could not be realized in the past because of the inability of cities to finance them.

Recently, engineers of the New York State Department of Public Works have been engaged in an intensive survey of Rochester's traffic and related problems. Based on these studies, a comprehensive plan has been prepared which, if carried out, will not only improve local traffic conditions, but will provide this whole area with a new and highly efficient means of communication with the rest of the State by way of the Thruway and its connections to the city.

The arterial route improvements recommended to be undertaken within the City of Rochester are estimated to cost in the neighborhood of thirty-four million dollars, and the portion without the city, but within the urban area, is estimated to cost six and one-half million dollars. Connec-

tions to the Thruway located outside of the City will cost about six million dollars. The City's share of the cost of these improvements would be equal to one-half of the cost of new rights of way which would have to be acquired within the city, estimated at $9,371,000.

This comprehensive plan is submitted for your consideration since individual projects should not be undertaken within a city until it is certain they fit into a master plan of development which it is mutually agreed is financially practical and will redound to the best interests of the city, its urban area and the State. Upon the approval of the comprehensive plan it will be possible for various municipalities to establish set backs or building lines to protect the area desired for right of way purposes. A recommended program of construction, setting forth the order in which the overall plan may be carried out is presented as part of the report.

It would be appreciated, therefore, if you would give consideration to the general plan presented in this report and advise me if the recommendations outlined meet with your approval.

Respectfully submitted,

Chas. H.

State Superintendent of
Public Works

ACKNOWLEDGMENTS

The assistance of the following agencies in furnishing basic information and material used in the preparation of this report is sincerely appreciated and gratefully acknowleged.

CITY OF ROCHESTER
  Department of Public Works
  Department of Commerce
  Department of Safety
  Department of Railways
  Department of Assessment

MONROE COUNTY
  Department of Public Works

ROCHESTER ENGINEERING SOCIETY

BUREAU OF MUNICIPAL RESEARCH

NEW YORK STATE
  Department of Commerce
  Division of State Police

Special acknowledgment is also made of important material freely contributed by the Planning Bureau of the City of Rochester, the Planning Commission of Monroe County, the Towns contiguous to the City of Rochester and by many public spirited organizations of this area.

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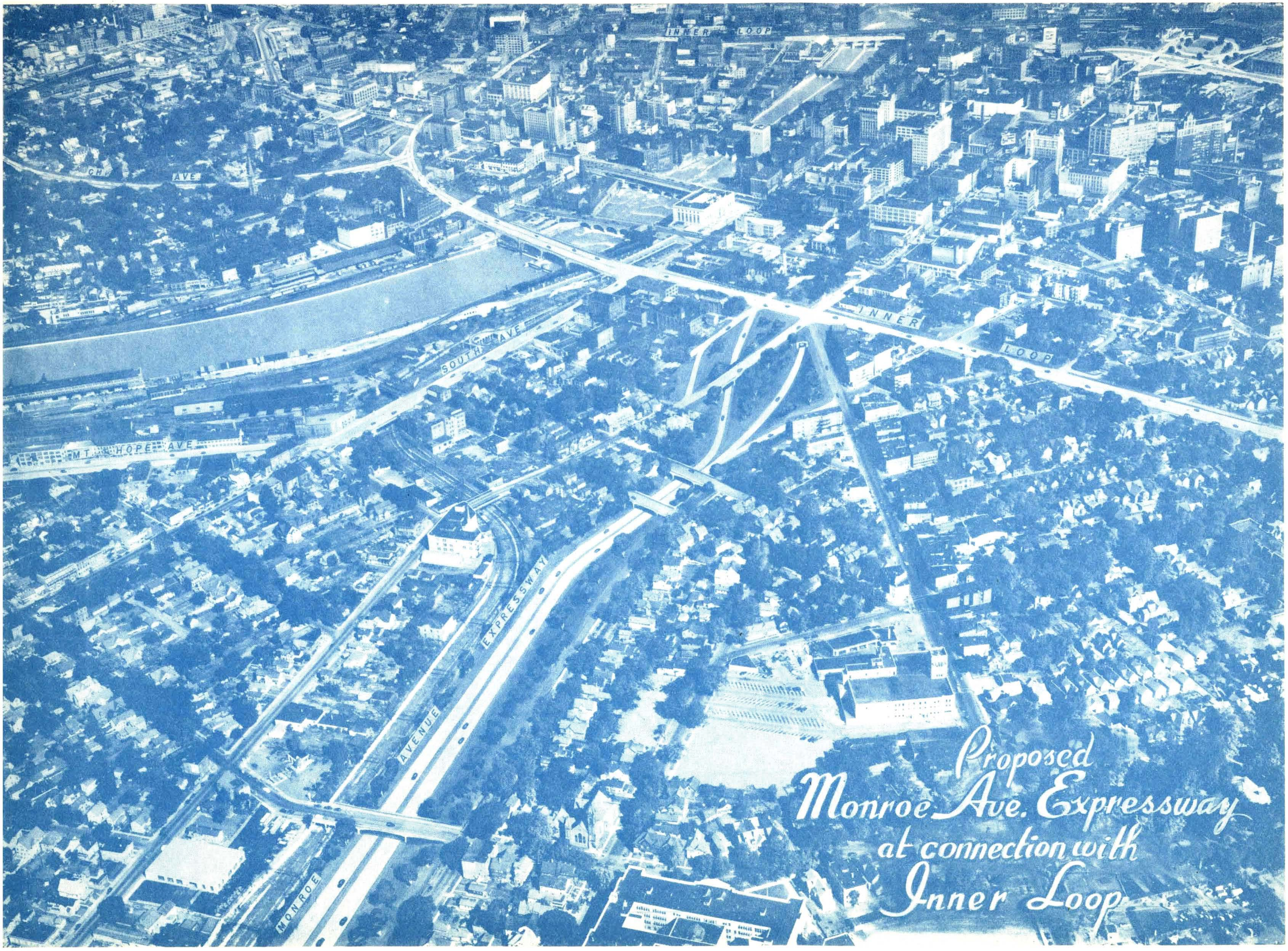
SUMMARY OF RECOMMENDATIONS



Proposed
Monroe Ave. Expressway
at connection with
Inner Loop

SUMMARY OF RECOMMENDATIONS

The most critical traffic problems in New York State are found within its urban areas. The growing motor vehicle travel which is concentrated in and about the population centers is giving rise to increased costs in traffic congestions, delays and accidents. The daily losses incurred by reason of the lowered efficiency of city transportation media are enormous. The future well being of our communities is largely dependent upon the elimination of these conditions by the provision of new facilities which will promote the safe and expeditious movement of people and goods between points of origin and destination.

In order to present a transportation plan for the entire Rochester Urban Area which would not only accommodate the traffic needs of the present and foreseeable future, but which would also provide a sound pattern of land use conforming with the economic and social needs of the citizens of this area, the State Department of Public Works conducted a traffic survey in June, 1946.

A detailed analysis of the results of this traffic survey, as well as related social and economic planning data concerning the Rochester Area, provided the basis for the Urban Area Arterial Route Plan submitted in this report. The four major elements of the proposal consisting of two Thruway connections, an inner loop, an outer loop and five radial thoroughfares are here presented in summary.

THRUWAY CONNECTION - Chili Avenue Expressway

This radial artery is designated as the Ontario Thruway Connection from the southwest. As proposed it is located within a new right of way generally parallel to and south of Main Street West and Chili Avenue. The plans as presented, contemplate a four lane divided expressway from the Inner Loop to the Outer Loop, continuing as a four lane pavement to the west city line along Chili Avenue. Access is provided at major intersections.

THRUWAY CONNECTION - University Avenue

This artery is planned as the southeast connection to the Ontario Thruway. It is proposed as a six lane surface pavement with parking lanes following the present alignment of University Avenue from the Inner Loop to the east city line. From this point it is designed to follow the old trolley right of way north of East Avenue to an interchange at the Outer Loop, continuing southeasterly to connect with the Ontario Thruway.

INNER LOOP

This section of the overall plan consists of an eight lane surface pavement along the periphery of the central business district. The outer lanes are provided for short time loading and unloading operations, and for emergency stops. The proposed route in general follows Central Avenue, Cumberland Street, Delevan Street, Union Street, Monroe Avenue and Plymouth Avenue, except for a portion of the southerly section which is on new location. A new bridge over the Genesee River just north of the dam will be required.

OUTER LOOP

A circumferential route making partial use of existing pavements is proposed to encircle Rochester in the vicinity of the city line. In this location it will intercept traffic from all major highways entering the city, enabling much of it to bypass densely built up areas. The planned location utilizes parts of Ridge Road on the north side, Mount Read and Genesee Park Boulevards on the west and Elmwood Avenue on the south. A considerable portion of the east side and about half of the north side are designed as four lane divided pavement on new location. Connecting spurs are proposed on Mount Read Boulevard from Ridge Road north to the Lake Ontario Parkway, and northerly on new location from the northeast section of the loop to Sea Breeze.

RADIAL ROUTE - Clinton Avenue Expressway

This important arterial route is planned as a six lane divided expressway from the Inner Loop northerly to the Outer Loop largely on new location parallel to and east of the present Clinton Avenue. Provisions are made for access at major intersections, and for a connection to the future Genesee River Parkway to the north.

RADIAL ROUTE - Union - Webster - Empire

A six lane pavement with parking lanes is proposed along Union Street, Central Park, and Webster Avenue, and a four lane pavement with parking lanes will be required on Bay Street, Martinot Street, Clifford Avenue and Empire Boulevard. Extending from the Inner Loop near Main Street northeasterly to the City line, this arterial will serve a populous and growing area.

RADIAL ROUTE - Monroe Avenue Expressway

This southeast radial thoroughfare is planned as a four lane divided expressway paralleling the trolley subway from the Inner Loop to a location beyond Monroe Avenue. From this point the route swings back to Monroe Avenue near Culver Road and continues to the city line. A four lane highway with parking lanes is proposed along Monroe Avenue from the city line to the Outer Loop.

RADIAL ROUTE - Mount Hope Avenue

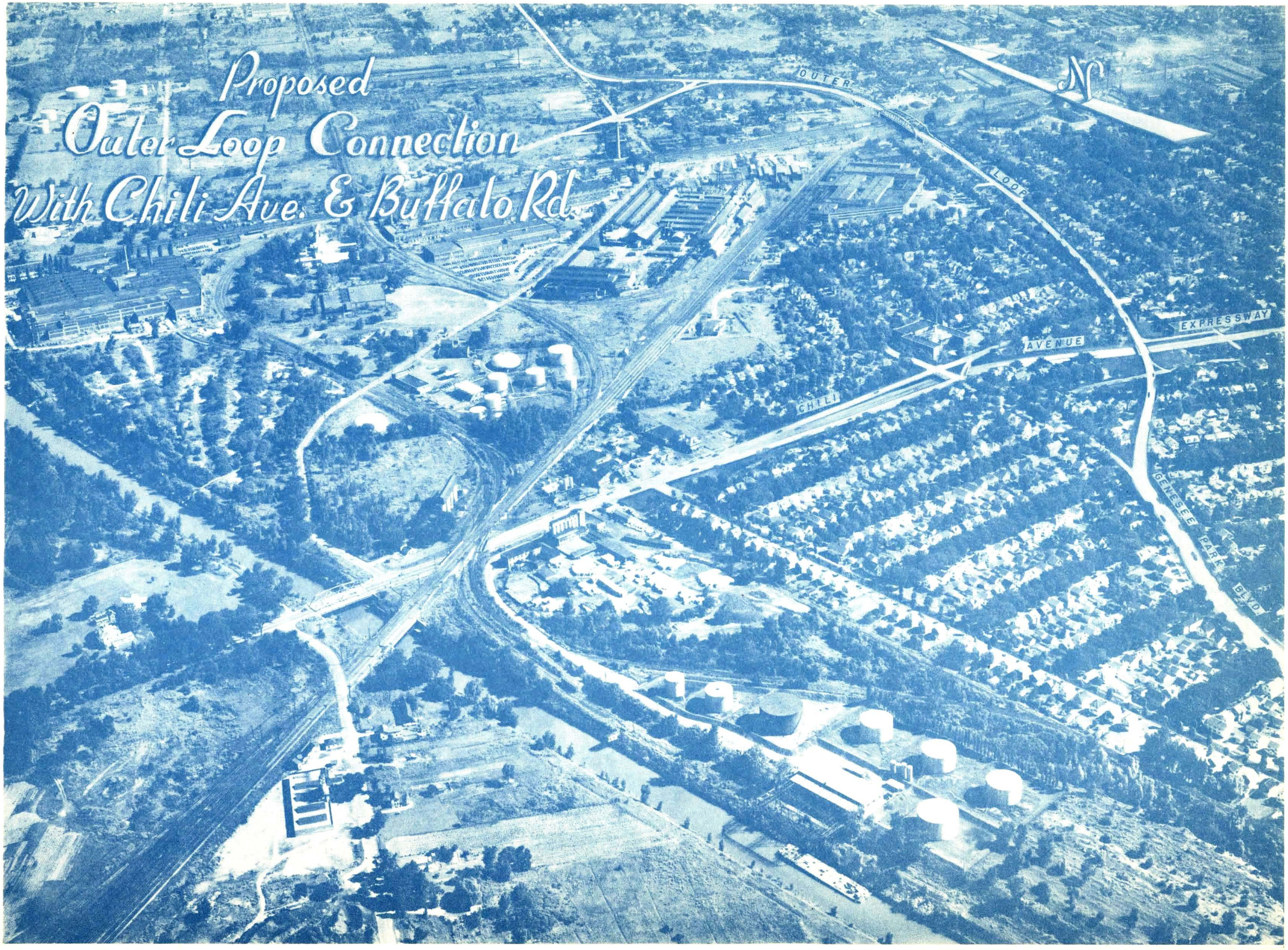
This arterial partially on new location is planned to extend southerly from the Inner Loop to the city line. As planned it will consist of a six lane pavement on South Avenue to Mount Hope Avenue and a six lane divided pavement along Mount Hope Avenue to a point near the Clarissa Street Bridge. From this point to the south city line a four lane pavement is contemplated. Parking lanes will be provided for the entire length.

RADIAL ROUTE - Lake Avenue

A northerly radial route is planned along State Street and Lake Avenue from the Inner Loop to the Outer Loop It is proposed to utilize the existing wide pavement on State Street, and to provide a four lane pavement with parking lanes and turnouts for bus stops on Lake Avenue.

The combination of radial thoroughfares, inner and outer loops, and Thruway connections presents an arterial route system designed to serve the anticipated travel volumes within the period of forecast. Its construction subsequent to mutual agreement, can be completed on a schedule compatible with the financial programs of the city and state.

Proposed Outer Loop Connection With Chili Ave. & Buffalo Rd.



THE REPORT

AN URBAN AREA ARTERIAL ROUTE PLAN
FOR
ROCHESTER AND MONROE COUNTY

PURPOSE AND SCOPE

The purpose of this report is to present in concise form the data which have been derived from the Rochester Traffic Survey and related studies, the conclusions which have been drawn from an analysis of that data, and a description of the Urban area arterial route system which has been designed to meet the anticipated traffic needs within the period of forecast.

The report presents a description of the surveys and investigations conducted by the Department, an analysis of present and future traffic conditions, basic city planning data and the major elements of the planned arterial routes, together with estimated right of way and construction costs.

FORMER STATE HIGHWAY POLICY

Until three years ago, the general policy of the State in regard to urban area highway construction limited such work to rural highways in towns and villages. General legislative authority was not extended to permit State assistance to incorporated cities. As a result state highway improvements in rural areas have to a degree kept pace with increasing traffic needs. The reverse has been true in cities, where the combination of strained financial conditions and later wartime material restrictions has prevented extensive street construction. The lack of an orderly highway improvement program, in keeping with the growing requirements of vehicular traffic has resulted in the serious problems of congestion, traffic delays and accidents which now confront our municipalities.

NEW STATE POLICY - ARTERIAL ROUTES IN CITIES

In recognition of these problems, the 1944 State Legislature enacted amendments to the highway law permitting state aid to municipalities for the purpose of arterial route construction within cities.

These amendments enable the state to defray the entire construction cost of approved arterial highway construction within cities, and in addition to assume one half of any required right of way costs. The remainder of the right of way cost is to be borne by the municipalities.

The Declaration of Policy in this law reads as follows:

> "The modernization and the construction of arterial highways which are to pass through cities, will contribute greatly to post-war reemployment and to the stimulation of industrial recovery. The resources and the technical skills that are available to the state for these purposes, should be used for the benefit of the cities upon the principle that the construction of such arterial highways is a matter of state concern

The general provisions of the Arterial Law are included as an appendix to this report.

NEW YORK POLICY - STATE THRUWAYS

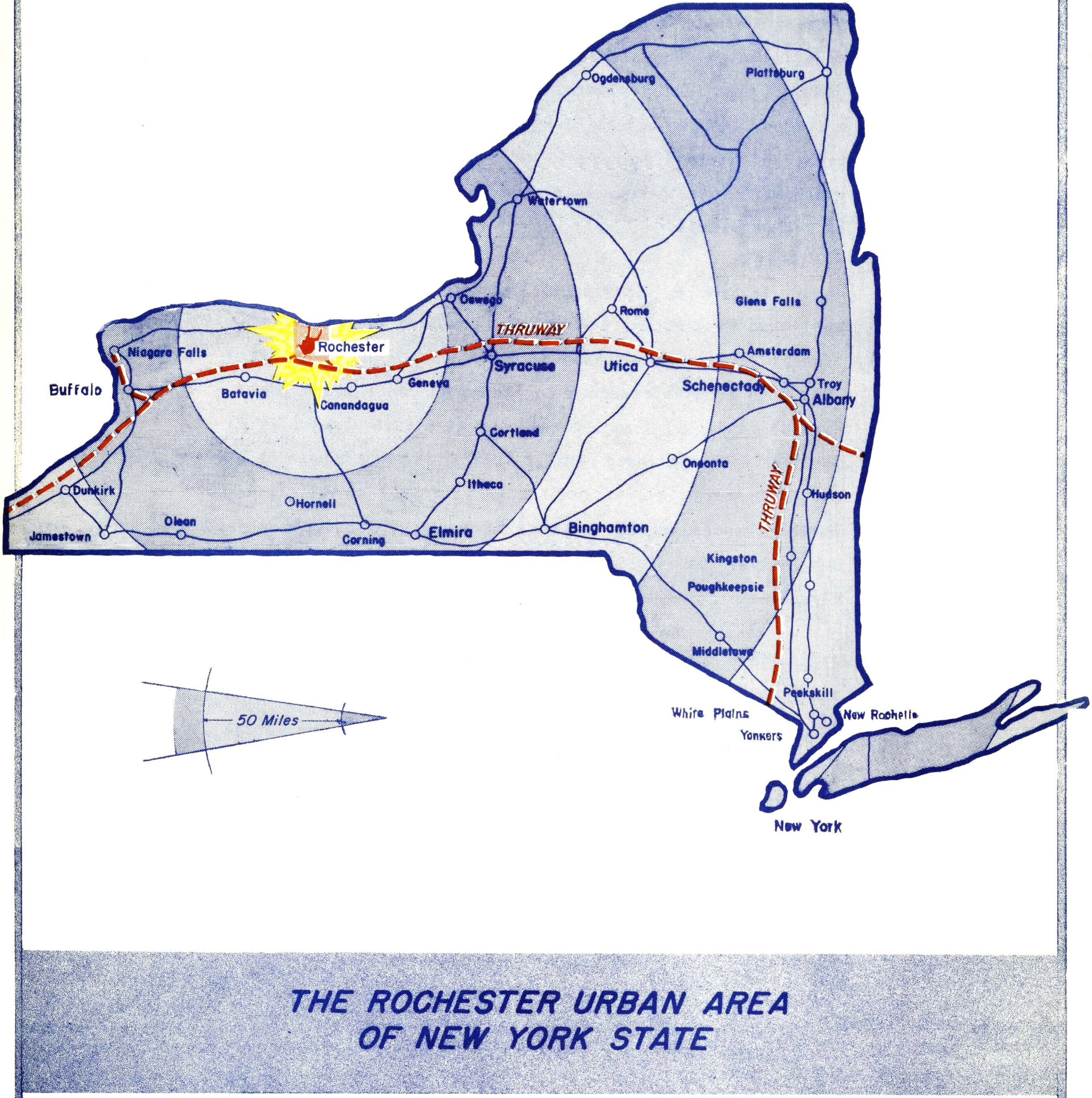
In addition to the Arterial Law, legislative enactment provides for the construction of a State Thruway from the Pennsylvania State Line easterly to the vicinity of Albany, and southerly to New York City.

This proposed facility, presently under construction at several points, will have divided arteries of travel with an ultimate capacity of three traffic lanes in each direction. These arteries will be separated by a mall having a minimum width of twenty feet. All crossings at grade are to be eliminated and no grade will be in excess of three per cent. Long sight distances and easy curvatures are to be provided. Access points along the Thruway, connecting with principal State highways and arterial routes, will be provided with interchanges, designed for heavy traffic volumes at modern speeds.

FINANCING

To provide for financing of New York State's postwar public works program, the Legislature upon the recommendation of Governor Dewey established a Postwar Reconstruction Fund from surplus revenues collected during the war years. Careful financial planning has conserved this surplus which together with continued regular federal highway construction aid at present levels, and appropriations from anticipated state revenues during the next five years, should provide substantial funds to meet the costs of the Department's construction program.

This sound financial policy permits early construction of the much needed highway facilities within cities, following approval of the submitted proposals. The completion of the planned projects will materially aid in the relief of the problems arising from continually increasing traffic congestion.



THE ROCHESTER URBAN AREA OF NEW YORK STATE

HISTORY AND SALIENT FEATURES OF THE ROCHESTER URBAN AREA

Rochester, the third most important industrial city of New York, is said to have had its beginning in a one hundred acre tract of land situated just south of the present Main Street bridge on the west bank of the Genesee River. Undoubtedly this choice of location by the early pioneers was influenced by the sight of the rich and fertile lands of the valley and the unharnessed abundant water power of the upper falls of the river. The development of these natural resources into spreading wheat fields and busy grist mills soon generated a demand for better transportation facilities to reach the waiting markets beyond the restrictive limits of existing roads and trails.

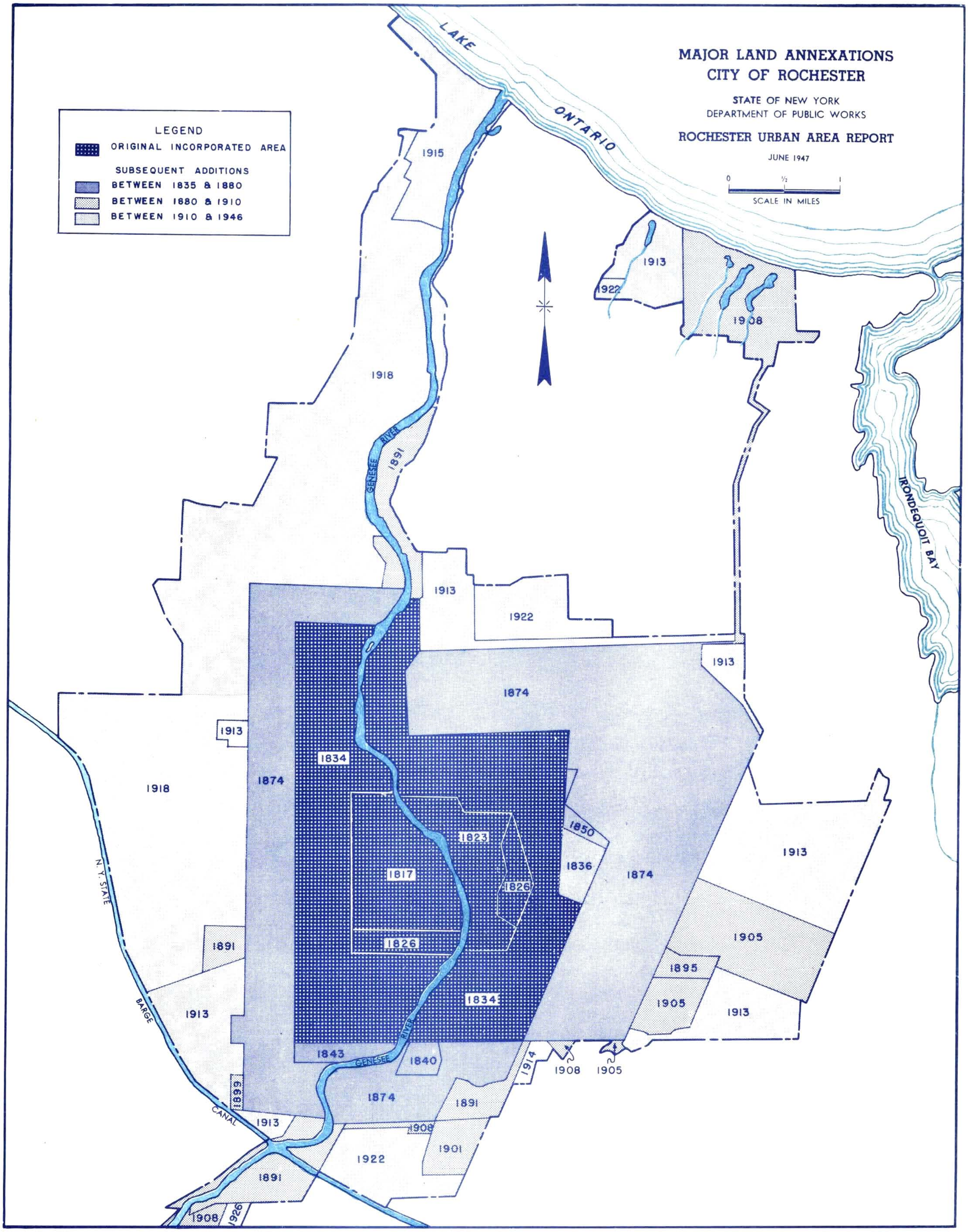
This need was partially met in 1812 by the construction of a new road from Niagara and Lewiston which passed through Rochester, connecting with the Genesee turnpike at Canandaigua. Soon thereafter, the Erie Canal was opened through the Rochester area. The combination of new highway and water transportation boomed the agricultural and milling industry and rapid expansion followed. The original incorporated area of the city in 1834 was more than doubled during the next forty years, as shown on Plate No. 4 which illustrates various stages in the growth of the Rochester City area.

As the nation developed westward, the wheat and flour industry moved toward the greater expanse of the open plains. Today there is no active remnant of this form of enterprise in the city's economic life. In its stead, thriving diversified industries have developed from new inventions and new processes.

Today Rochester is a leader of national and international repute in the manufacture of cameras and photographic supplies, optical goods and lenses, precision tools, and many other products. Its developed urban area has expanded in all directions along the numerous highways which are focused upon the central district of the city. Within a 40 mile radius are located three other important cities, Batavia, Geneva, and Canandaigua together with 30 smaller communities each having a population of over one thousand persons.

Five railroads and the new barge canal augment the 8000 miles of improved regional highways in providing transportation facilities for the growing volumes of people and goods moving to and from the large metropolitan market that has developed in Rochester. Airport expansion is planned to meet the requirements of increased air travel.

The desirable combination of diversified industry, rich agricultural hinterlands, adequate labor supply, and progressive commercial enterprise, when coupled with advanced transportation facilities holds forth promise that Rochester will maintain its economic stability and continue to rank as one of the most important urban areas of the state.


MAJOR LAND ANNEXATIONS
CITY OF ROCHESTER
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
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SCALE IN MILES
LEGEND
ORIGINAL INCORPORATED AREA
SUBSEQUENT ADDITIONS
BETWEEN 1835 & 1880
BETWEEN 1880 & 1910
BETWEEN 1910 & 1946
LAKE
ONTARIO
IRONDEQUOIT BAY
GENESEE RIVER
N. Y. STATE
BARGE
CANAL
1915
1918
1891
1913
1922
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1901
1922
1891
1908
1926

PLATE NO. 4

SUPPORTING DATA

POPULATION GROWTH

Population growth and trends are basic factors in the planning for all phases of community life. In the past cities grew rapidly as an outcome of the rapid development of the nation. In many instances the rate was even greater due to the lure of industrial and commercial centers for migrants in search of better economic opportunities. The future will undoubtedly see a slower rate of growth in these areas, as high birth rates, declining death rates, and foreign immigration decline in importance as determining factors. The trend in specific cities will be determined by the net result of shifts of population to and from the rural and suburban areas.

The growth of population in the city of Rochester and in Monroe County is shown on the accompanying Plate No. 5. This graphic presentation illustrates the paralleling growth of the city and county during the 1900-1920 period of expansion. The reduction in rate during the ensuing two decades is an indication of a retarded growth within the entire area. From 1930 to 1940 the population within the corporate limits of the city of Rochester actually declined.

A conservative forecast of population growth for Monroe County anticipates that an increase of slightly less than 14 per cent over the 1940 census figure will be reached by 1960, with a somewhat higher percentage of growth ocurring in the suburban area than in the city. It is estimated that the urban area population will be 500,000 and that of the City of Rochester, 350,000 by 1960.

POPULATION OF MONROE COUNTY AND ROCHESTER

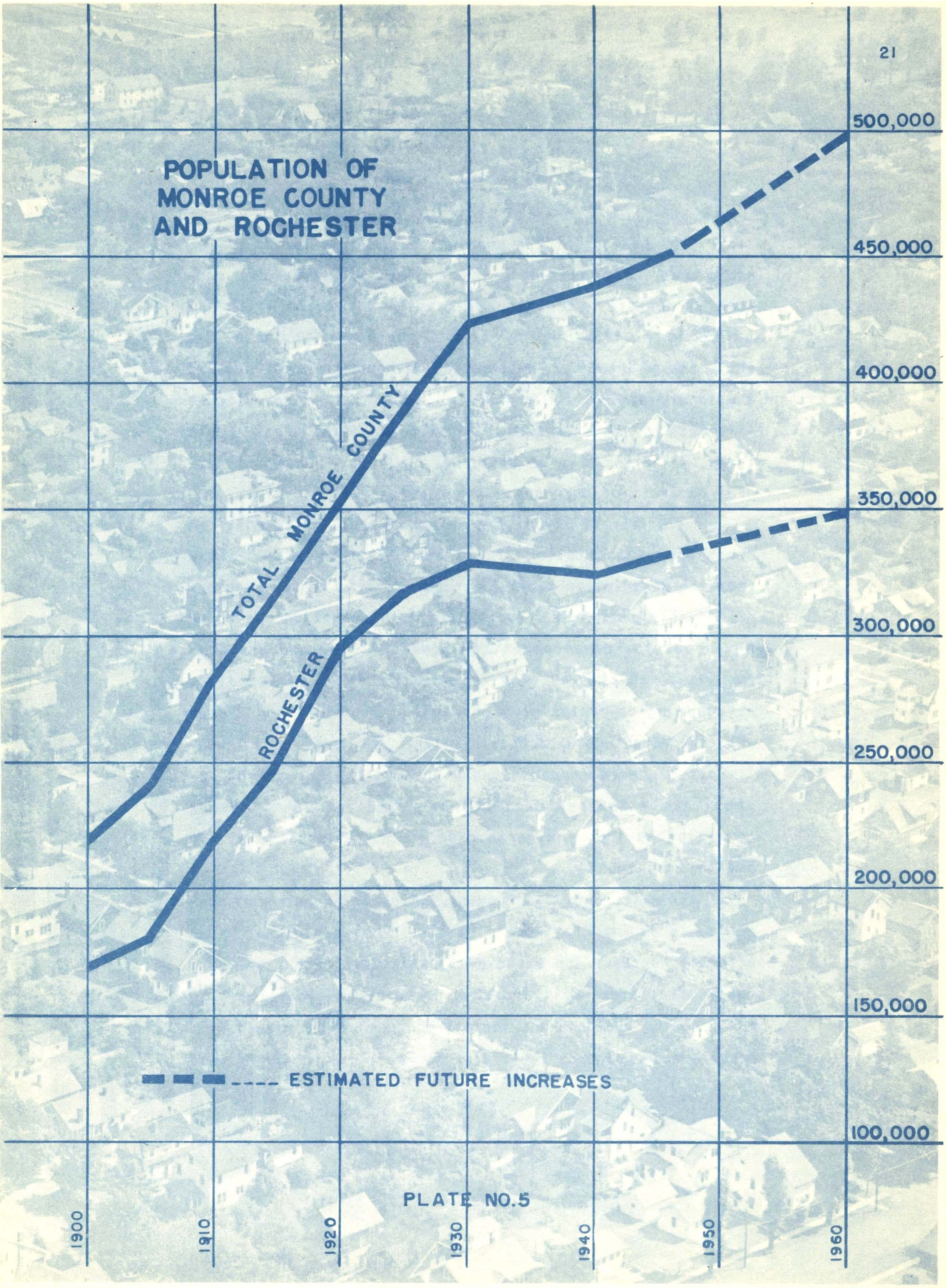


PLATE NO.5

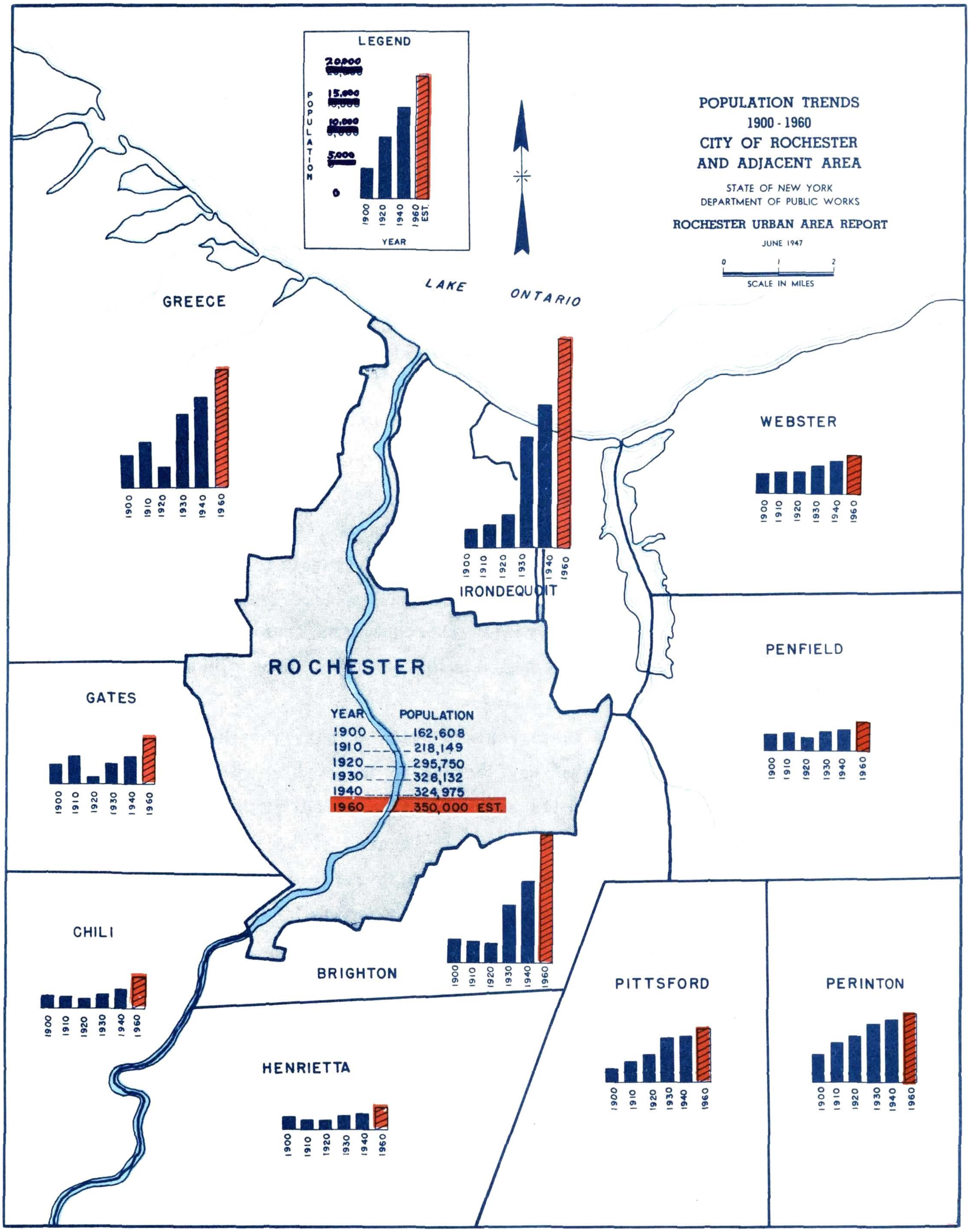
POPULATION TRENDS

The history of the population trend in the Rochester urban area is comparable to that of most industrial and commercial centers. The general community pattern which has evolved is one in which the city, although nearly static from the point of growth in residential development, continues as the focal point of the commercial, industrial, and cultural interests of the surrounding newer residential areas. This trend, which is shown on Plate No. 6, is the outcome of natural desires for open space and modern homes.

The flexibility of the automobile, as a personalized means of transportation, freed the selection of homesites from the restrictive limits imposed by fixed transit routes.

This period of free wheeled transportation opened up new areas for development and home building and caused a population shift away from the parent city. The immediate surrounding townships of Irondequoit, Brighton, and Greece with the advantage of accessibility to the centers of industry and commerce, experienced a population increase of approximately 350 per cent between 1920 and 1940. Other townships in the urban area experienced a substantial but smaller growth.

This trend of development, which is expected to continue, is an important basic factor in the designs of urban arterial routes. The expected further development of these residential areas will increase present vehicle volumes to and from the business and factory centers which in turn will require added highway facilities for safe and speedy travel.



YEAR	POPULATION
1900	162,608
1910	218,149
1920	295,750
1930	328,132
1940	324,975
1960	350,000 EST.

PLATE NO. 6

POPULATION DENSITY

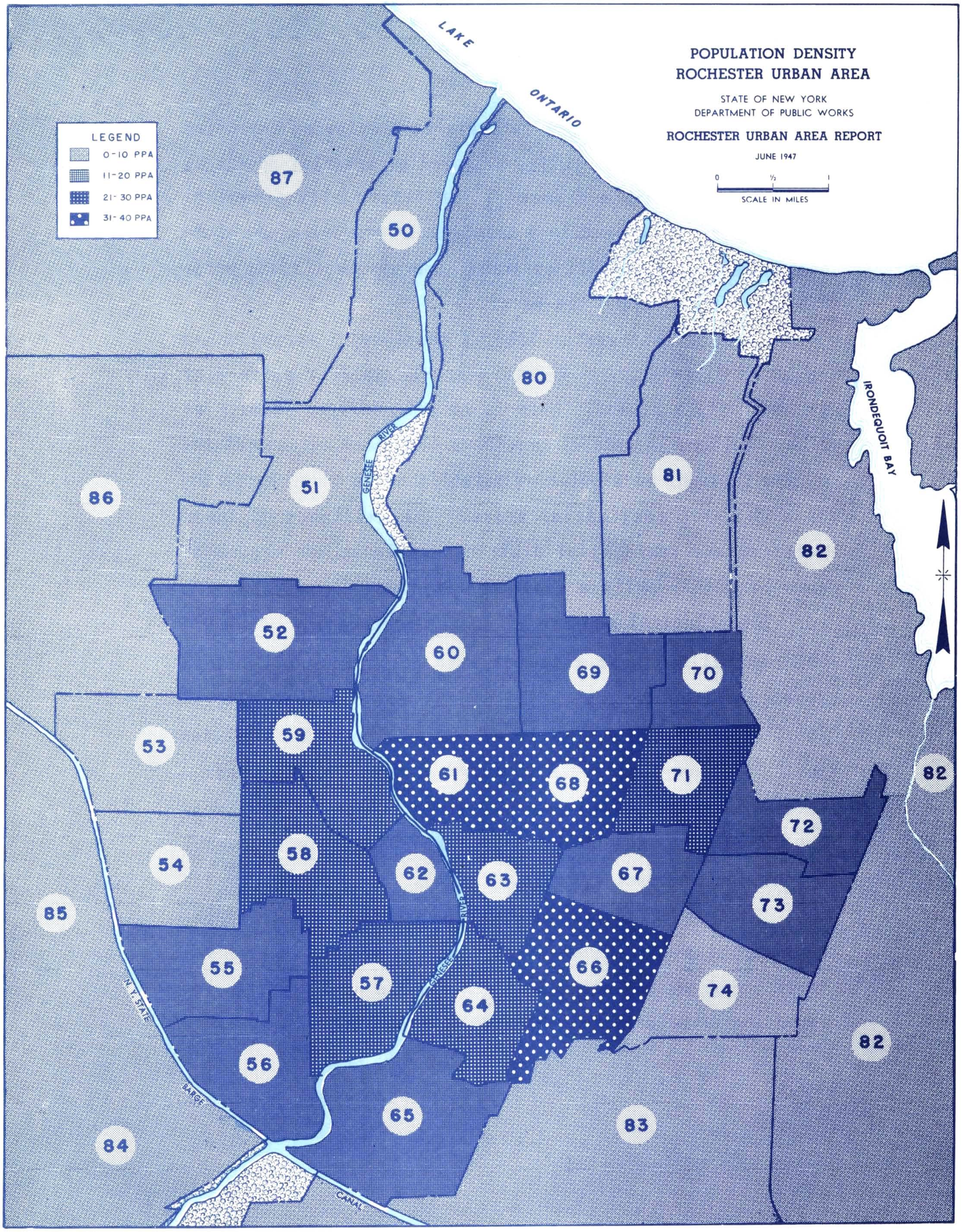
Reference to accompanying Plate No. 7 evinces the fact that in general the density of population per acre in the city of Rochester is not excessive. The areas of greatest density, 61 and 68, bounded on the north by Clifford Avenue and on the east by Goodman Street, are contiguous to the industrial and commercial centers. Area 66, of comparable density is also adjacent to a principle industrial center.

The densities found in the balance of the residential development are relatively low, with a natural decrease as the distance from the center of the city increases.

Density of population has a definite bearing upon the transportation and travel pattern and in consequence upon the design of the arterial route system. The most desirable arrangement is a system of radial thoroughfares tapping the various population centers and leading directly to or close by the desired destination points.

The location of these routes, which in many instances will require new rights of way, brings up the problem of the demolition of dwelling units and relocation of families. In addition the areas of high density, located close to business and industrial development generally reflect the high value of these areas in inflated current prices.

These two important factors are given full consideration in the design of the new highway facilities described in this report.


POPULATION DENSITY
ROCHESTER URBAN AREA
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
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SCALE IN MILES
LEGEND
0-10 PPA
11-20 PPA
21-30 PPA
31-40 PPA
LAKE
ONTARIO
IRONDEQUOIT BAY
GENESEE RIVER
GENESEE
N.Y. STATE
BARGE
CANAL
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PLATE NO. 7

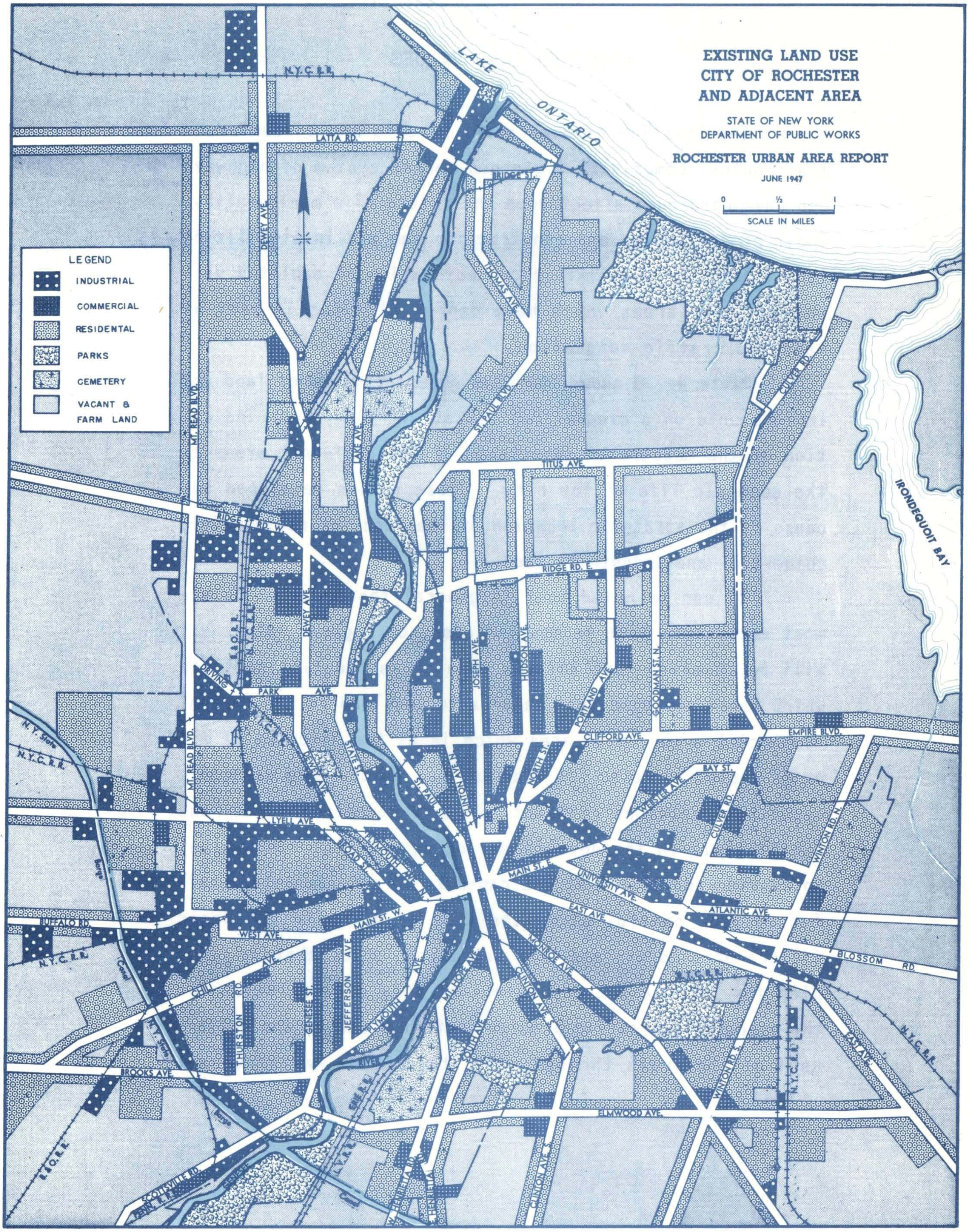
LAND USE

A study of land use is basic in developing any arterial route plan. When built, a system of arterial routes is an almost inflexible framework for future city planning. The magnitude of expenditure involved in providing new thoroughfares, through built-up areas, decrees that sound principles of proper land use be met.

The present use of land in the City of Rochester is shown on Plate No. 8. Contrary to the general pattern of New York State cities, there is no well defined industrial area. Rather, industrial growth is scattered throughout the city with light manufacturing establishments often bordering on high value residential areas. The existence of these better grade residential districts reflects the predominance of highly skilled employees in these industries.

The principal commercial usage is compactly located in the central business district with strip community store development fingering out along the major thoroughfares. This latter development on heavy traveled routes contributes to traffic congestion due to parking, truck loading and unloading, bus operation, and pedestrian travel. Typical examples of such congestion may be found on Clinton Avenue North, and on Joseph Avenue.

The arterial plan which is presented in this report considers the importance of safe and convenient travel between the areas of varied land use and the need for the preservation of natural neighborhood development.



EXISTING LAND USE
CITY OF ROCHESTER
AND ADJACENT AREA

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

PLATE NO. 8

ASSESSED LAND VALUES

The location of new radial streets and circumferential routes, comprising a planned modern system of highways can have a profound effect upon the future of a municipality. Their proper design and construction can aid in stabilizing land values and even influence restoration of depleted values in those areas which have depreciated due in part at least to traffic congestion.

Plate No. 9 shows the 1946 assessed value of land and improvements on a square foot basis. It is a clear indication of the measure of importance of the different areas to the economic life of the city. These values developed because of the strategic location of the land for residential, commercial and industrial uses.

It can be noted that in general the areas which are most accessible have become the areas of highest value. It will be observed that this is true of residential sections which have developed near major arteries, and in the central commercial or business area which is at the junction of all major radial streets. It also applies to the more desirable industrial sections adjacent to major streets and railroad facilities. In the development of an arterial route plan, to provide additional street capacity for the expected traffic volume, careful attention must be given to the basic factors of land use and land values, in order that the final plan for improvement may serve not only as a solution for the evergrowing traffic problem, but also add to the betterment of the areas, through which the routes may traverse.

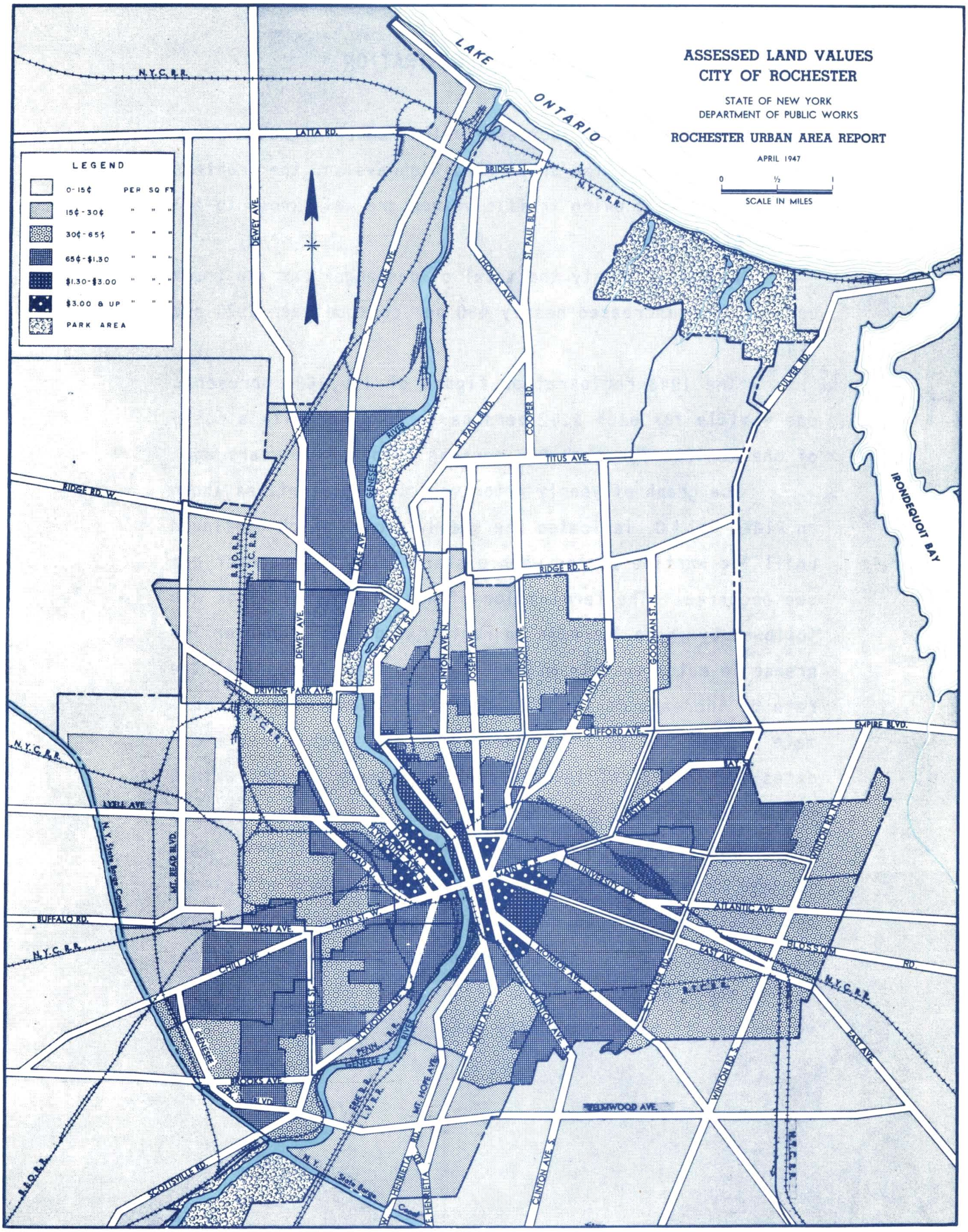

ASSESSED LAND VALUES
CITY OF ROCHESTER
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
APRIL 1947
0
½
1
SCALE IN MILES
LEGEND
0-15¢ PER SQ FT
15¢-30¢ " " "
30¢-65¢ " " "
65¢-$1.30 " " "
$1.30-$3.00 " " "
$3.00 & UP " " "
PARK AREA
LAKE ONTARIO
IRONDEQUOIT BAY
GENESEE RIVER
N.Y.C.R.R.
B.&O.R.R.
LATTA RD.
BRIDGE ST.
DEWEY AVE.
LAKE AVE.
THOMAS AVE.
ST. PAUL BLVD.
COOPER RD.
CULVER RD.
TITUS AVE.
RIDGE RD. W.
RIDGE RD. E.
ST. PAUL ST.
CLINTON AVE. N.
JOSEPH AVE.
HUDSON AVE.
PORTLAND AVE.
GOODMAN ST. N.
DRIVING PARK AVE.
CLIFFORD AVE.
EMPIRE BLVD.
BAY ST.
WEBSTER AVE.
LYELL AVE.
MT. READ BLVD.
N.Y. State Barge Canal
MAIN ST.
UNIVERSITY AVE.
ATLANTIC AVE.
BLOSSOM RD.
WINTON RD. N.
BUFFALO RD.
MAIN ST. W.
WEST AVE.
CHILI AVE.
EAST AVE.
MONROE AVE.
CLINTON AVE. S.
SOUTH AVE.
MT. HOPE AVE.
PLYMOUTH AVE.
GENESEE ST.
BROOKS AVE.
ELMWOOD AVE.
WINTON RD. S.
SCOTTSVILLE RD.
HENRIETTA RD.
E. HENRIETTA
PENN. R.R.
ERIE R.R.
L.V.R.R.

PLATE NO. 9

MOTOR VEHICLE REGISTRATION

The spectacular increase in the number of motor vehicles traveling over the urban area highways and the problems created by this growing traffic volume are well known to all public officials.

In Monroe County the total of passenger car and truck registration increased nearly 450 per cent between 1920 and 1940.

The 1946 registration figure of 131,663 represents one vehicle for each 3.42 persons as compared with a ratio of one vehicle for each 9.7 persons twenty-five years ago.

The graph of yearly motor vehicle registrations shown on Plate No. 10, indicates the steady growth which continued until the wartime period when a sharp drop in passenger car use occurred. The termination of wartime restrictions was followed by sharp increase in registration and a greater increase in motor vehicle mileage. It is anticipated that the rate of increase during the next two decades will approximate that of the period between 1930 and 1940. This indicates a potential of 184,000 cars registered by 1960 with a corresponding ratio of 1 car for each 2.7 persons.

This forecast emphasizes the need of additional highway and terminal facilities in order to maintain efficiency and safety in the face of the expected substantial increase in vehicular travel. It also stresses the importance of detailed study and sound plans if the needs of future traffic volume are to be successfully met.

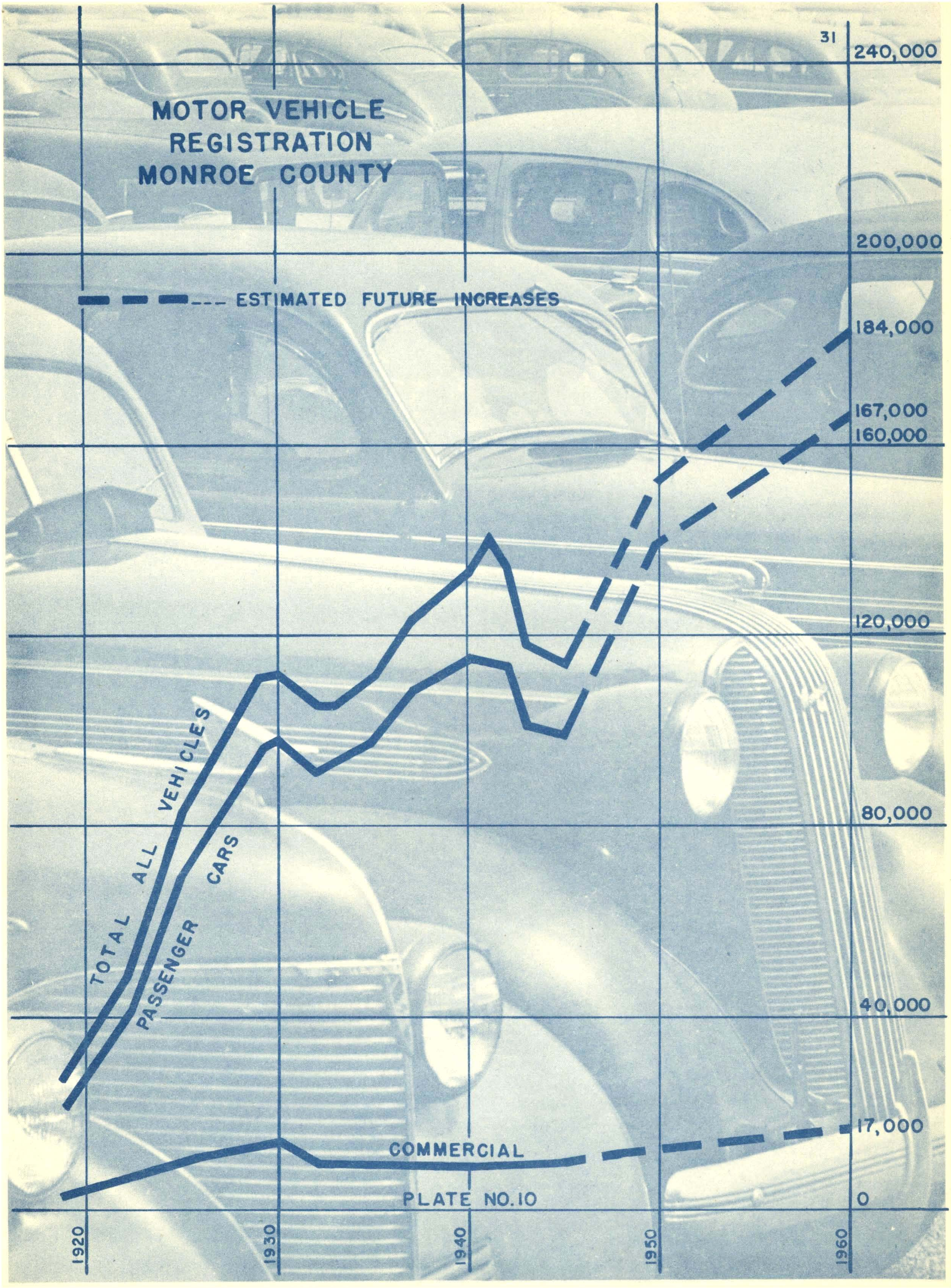

MOTOR VEHICLE
REGISTRATION
MONROE COUNTY
ESTIMATED FUTURE INCREASES
TOTAL ALL VEHICLES
PASSENGER CARS
COMMERCIAL
240,000
200,000
184,000
167,000
160,000
120,000
80,000
40,000
17,000
0
1920
1930
1940
1950
1960

PLATE NO.10

THE TRAFFIC SURVEY

THE TRAFFIC SURVEY

The comprehensive traffic survey conducted by the Department of Public Works consisted of three general parts. These three elements of the complete study were a volume census, an origin and destination survey, and speed and delay studies.

VOLUME CENSUS

The twelve hour traffic census, which followed the standard procedure for this type of survey, was conducted on June 20, 1946. Vehicle volumes in each direction were recorded by the use of denominator indicators and by manual checking. The total hourly counts were segregated as to the number of passenger vehicles, light trucks, heavy trucks and busses passing each station, thus giving the composition of the mixed traffic.

Vehicle volume counts alone are not sufficient for thorough study and analysis of existing routes or for the design of new routes in that the essential information as to the origin and destination desires of the motorist are not disclosed.

ORIGIN AND DESTINATION SURVEY

For the purpose of determining the arterial street requirements to serve the increased traffic volumes in the most efficient manner origin and destination data supplement the traffic census. Widening of existing streets will admittedly serve increased traffic volumes up to certain limits, but until origin and destination data are considered it is unknown if the motorists who use these streets are being served to the greatest advantage.

Therefore, as an essential part of the Rochester Urban Area Traffic Study an origin and destination survey was conducted on the 9th day of July 1946 to determine the travel habits of the motorists in the Rochester area. Plate No. II shows origin and destination areas and survey stations. Stations were established at every major street and highway entering the city forming an outer cordon. An inner cordon of stations was also set up surrounding the central business district. Other stations were located at major bridges outside of the central business district, and in addition special stations were established to intercept traffic moving between residential and industrial sections which would not pass through the inner or outer cordon.

The Planning and Traffic Bureau of the City of Rochester selected and manned eighteen additional stations in order to investigate miscellaneous cross town traffic movements. There were a total of 80 stations as shown on this plate at the eighteen city locations and the 62 primary locations established and manned by the State Department of Public Works. Traffic at the 28 outer cordon stations was controlled by the State Police. The Rochester city police supervised traffic at the 52 stations within the city. A noteworthy indication of the effectiveness of this traffic control is that while nearly 84,000 vehicles were stopped when the drivers were handed questionnaire postal cards during the survey, no reportable accidents occurred.

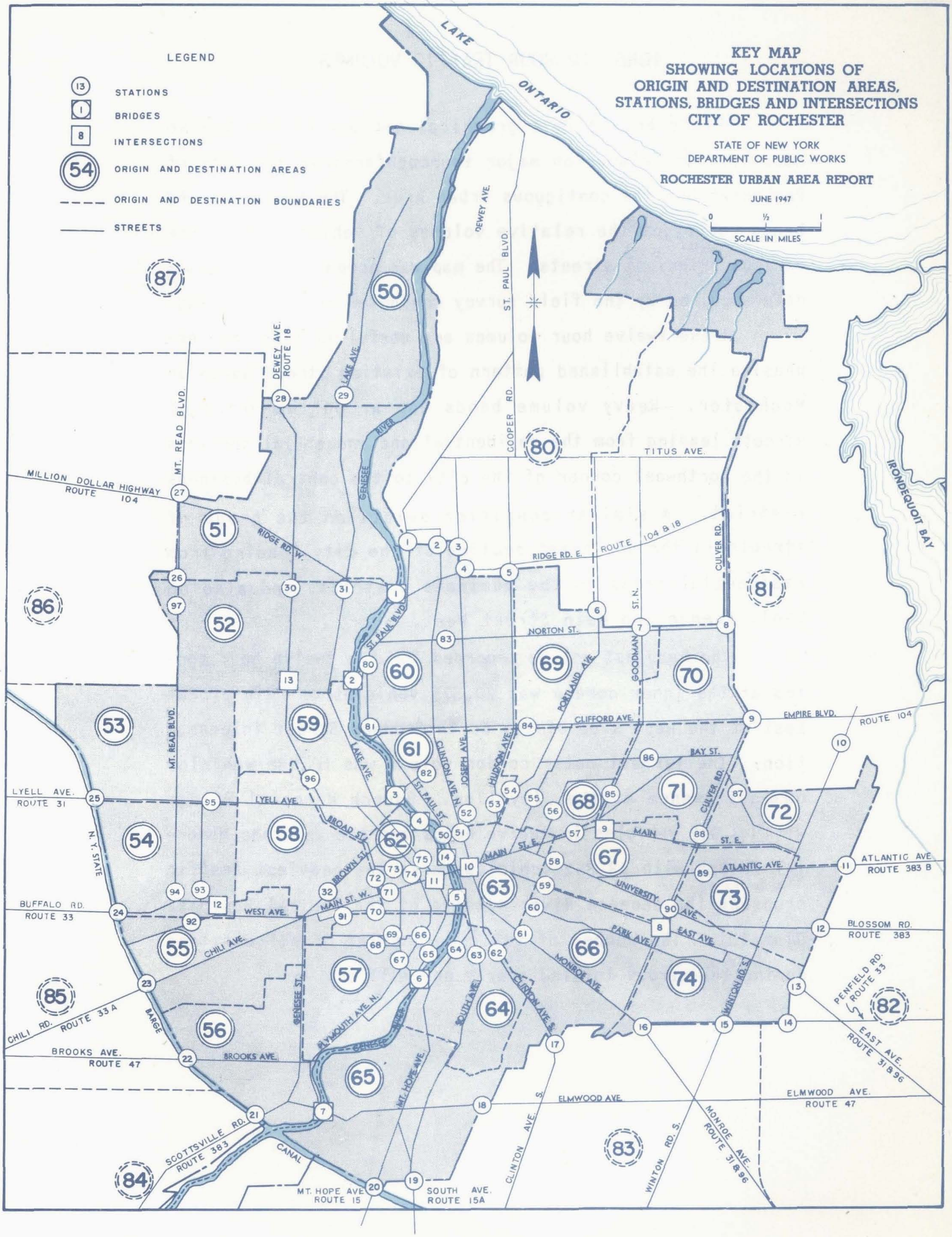
In the twelve hours from 7:00 A.M. to 7:00 P.M. 84,000 questionnaire cards were distributed to motorists by

280 employees. These cards requested information on the origin and destination of the trip, principal intersections passed, type of vehicle, purpose of trip and method of parking. Colored instruction cards which informed the drivers of the purpose of the survey and requested that the postal cards be returned, were also handed to each driver. These colored cards were displayed by the drivers at subsequent survey stations as a pass to show that they had previously received a questionnaire card.

Returns were obtained from 42.6% of the cards handed out. They were then coded to indicate the origin and destination of each trip, and mechanically tabulated to obtain the origin and destination data included on the following plates and in the text of this report.

SPEED and DELAY STUDIES

A vehicle speed and delay study forms another important part of the complete traffic survey. This field investigation, made by driving with traffic and recording total running time between designated points, and length and cause of delay enroute, is designed to develop information as to the cause of congestion on major streets and to establish the overall elapsed time between points of origin and destination. When related to existing street capacities, and future estimated volumes, speed and delay data supply additional basic information for the design of the new thoroughfare pattern. They also serve as a measure of the planned efficiency of the designed routes by the comparison of travel time under present and estimated future conditions.



KEY MAP
SHOWING LOCATIONS OF
ORIGIN AND DESTINATION AREAS,
STATIONS, BRIDGES AND INTERSECTIONS
CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947

PLATE NO. II

1946 12 HOUR TRAFFIC VOLUMES

Plate No. 12 is a graphical picture of the twelve hour traffic volumes on major thoroughfares in the City of Rochester and the contiguous Urban Area. The widths of the bands represent the relative volumes of vehicles using the various principal streets. The map was prepared from census data acquired by the field survey conducted on June 20,1946.

These twelve hour volumes are useful in that they emphasize the established pattern of existing street usage in Rochester. Heavy volume bands appear on the group of streets leading from the residential and industrial sections in the northwest corner of the city to the central business district. A similar condition exists on the group of streets in the southeast section of the city leading from residential areas to the business district, and also on Lyell Avenue and Main Street West.

The heaviest volume recorded for the twelve hour period at the inner cordon was 20,575 vehicles on Main Street East at the west side of the North Goodman Street intersection. The largest outer cordon volume was 11,488 vehicles on East Avenue at the city line. Bausch Memorial Bridge with 13,942 vehicles in twelve hours and the Veterans Memorial Bridge with 13,342 vehicles carry the heaviest traffic crossing the Genesee River outside of the Central Business District. The number of vehicles counted at all stations during the survey totaled nearly one million.

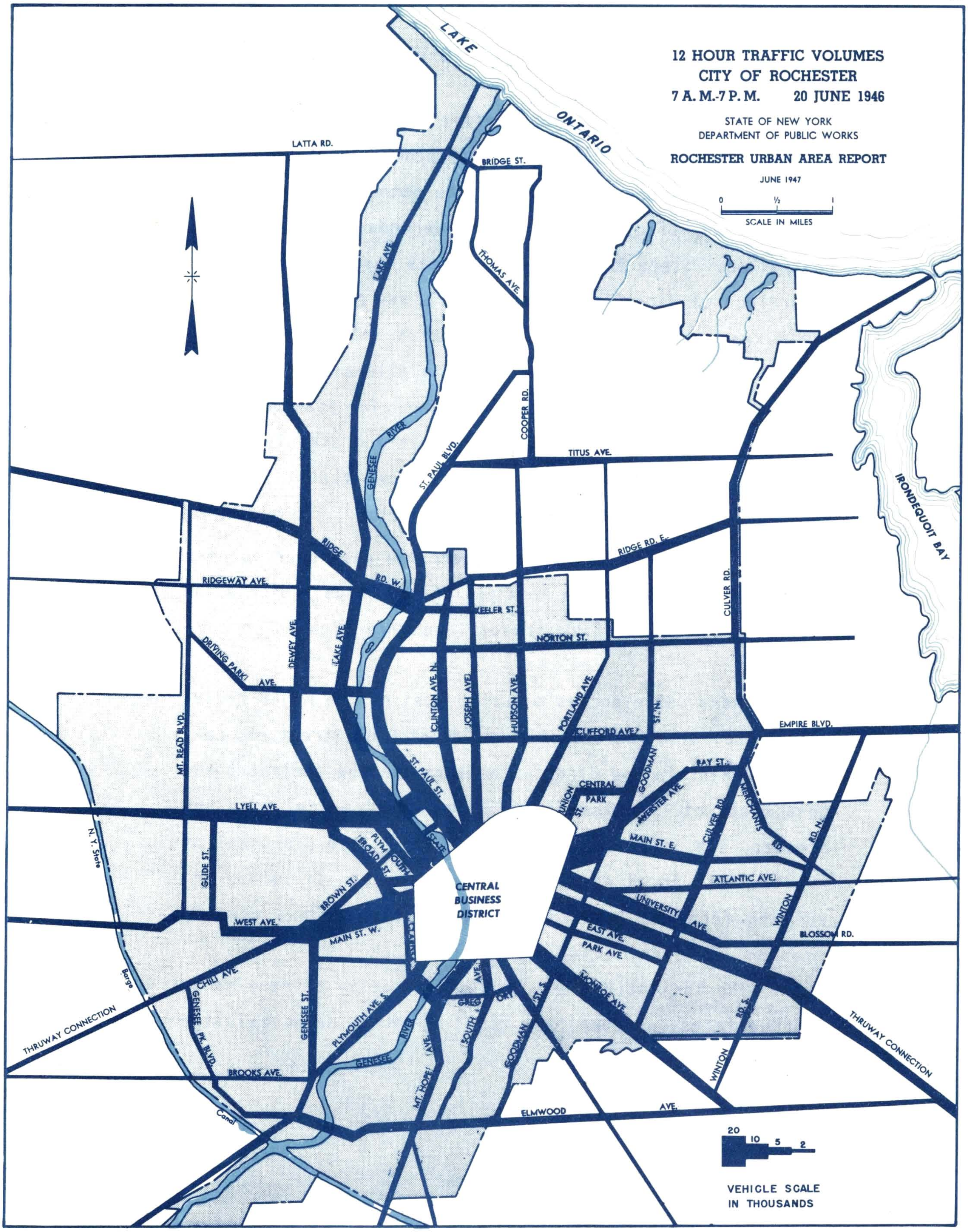

12 HOUR TRAFFIC VOLUMES
CITY OF ROCHESTER
7 A.M.-7 P.M. 20 JUNE 1946
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
0
½
1
SCALE IN MILES
LAKE
ONTARIO
IRONDEQUOIT BAY
LATTA RD.
BRIDGE ST.
LAKE AVE.
THOMAS AVE.
GENESEE RIVER
COOPER RD.
ST. PAUL BLVD.
TITUS AVE.
RIDGE RD. W.
RIDGE RD. E.
CULVER RD.
RIDGEWAY AVE.
KEELER ST.
NORTON ST.
DEWEY AVE.
LAKE AVE.
DRIVING PARK AVE.
CLINTON AVE. N.
JOSEPH AVE.
HUDSON AVE.
PORTLAND AVE.
ST. N.
MT. READ BLVD.
CLIFFORD AVE.
EMPIRE BLVD.
ST. PAUL ST.
GOODMAN
BAY ST.
UNION ST.
CENTRAL PARK
WEBSTER AVE.
CULVER RD.
MERCHANTS RD.
RD. N.
LYELL AVE.
STATE
PLYMOUTH
BROAD ST.
MAIN ST. E.
N. Y. State
Barge
Canal
GLIDE ST.
BROWN ST.
CENTRAL BUSINESS DISTRICT
ATLANTIC AVE.
UNIVERSITY AVE.
WINTON
BLOSSOM RD.
WEST AVE.
MAIN ST. W.
EAST AVE.
PARK AVE.
CHILI AVE.
MONROE AVE.
GENESEE PK. BLVD.
GENESEE ST.
PLYMOUTH AVE. S.
GREGORY
SOUTH AVE.
ST. S.
THRUWAY CONNECTION
THRUWAY CONNECTION
RIVER
GENESEE
GOODMAN
WINTON RD. S.
MT. HOPE AVE.
BROOKS AVE.
ELMWOOD AVE.
20
10
5
2
VEHICLE SCALE
IN THOUSANDS

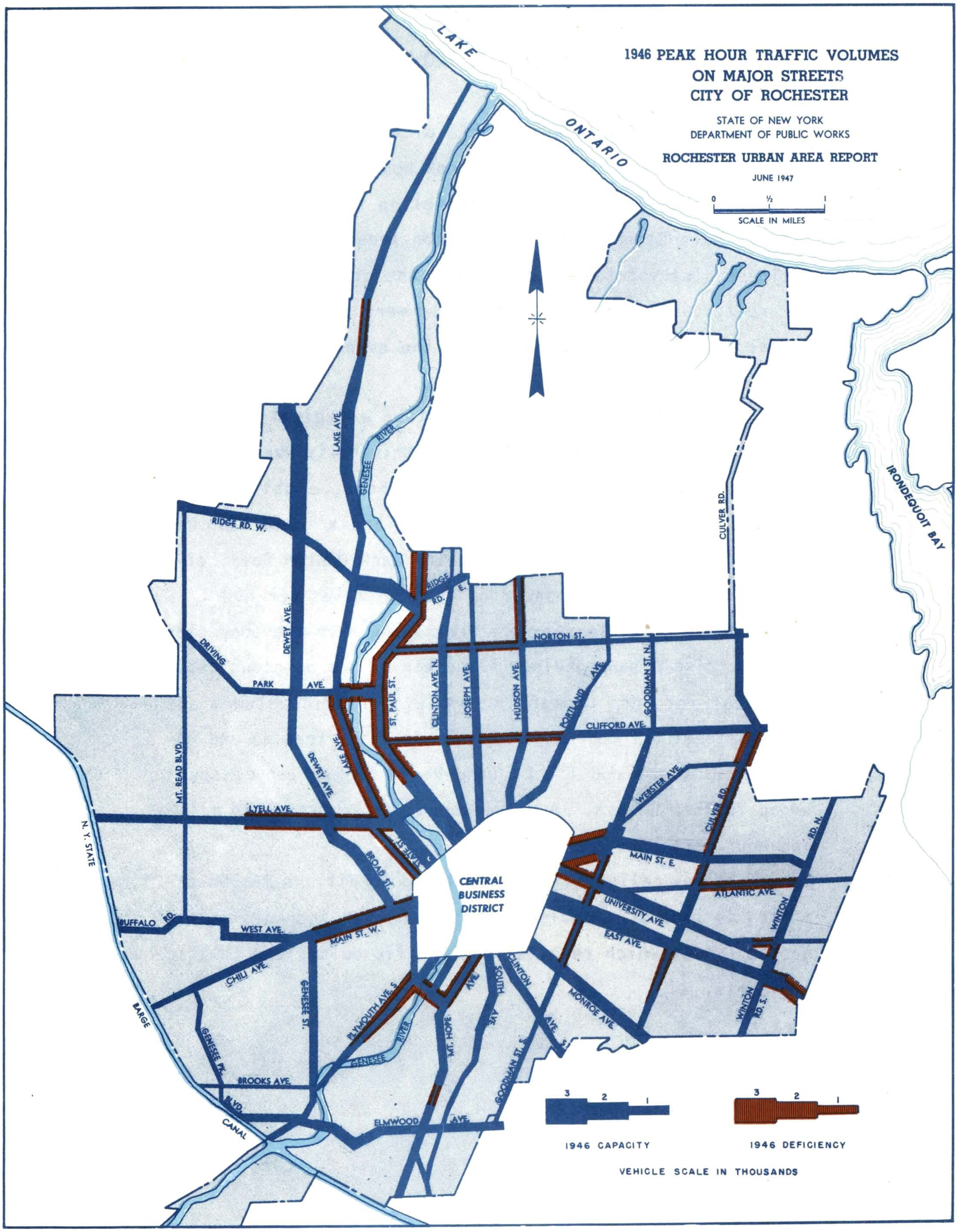
PLATE NO. 12

1946 PEAK HOUR TRAFFIC VOLUMES

Although the 12 hour traffic survey data indicates the general distribution of vehicle volumes, it is necessary to analyze peak hour movement in the determination of lane capacity and deficiency during the periods of maximum concentration. Since the greatest volumes must be provided for regardless of direction, Plate No. 13 was prepared to show the maximum hourly volumes which exist under present day conditions. This plate also shows locations where the capacities of certain streets are deficient for peak hour concentrations on the basis that local surface streets should accommodate 500 vehicles per hour per free travel lane before developing seriour congestion and delay. The widths of the combined bands indicate to scale the peak hour volumes and the widths of the red portions of the bands indicate the extent to which existing travel lanes are lacking in capacity.

These deficiencies occur on most of the major radial routes and, with the exception of Saint Paul Street and Lake Avenue, exist in and directly adjacent to the central business district. As the distance from the central area increases, the deficiencies decrease due to the dispersal of traffic onto local streets and the decrease in volume resulting from the loss of that traffic which has already reached its destination.

The indications are that the capacity of many major thoroughfares is reaching a critical stage under existing peak hour traffic loads.



1946 PEAK HOUR TRAFFIC VOLUMES
ON MAJOR STREETS
CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

PLATE NO. 13

1946 TIME FLOW

Plate No. 14 is a graphical picture of the space time relationship which exists under peak hour travel conditions. It shows the time consumed in traveling from the intersection of Main Street East and Clinton Avenue in the central business district toward and beyond the city line along major routes. The data for this plate were determined from a series of actual runs made during the evening peak traffic hour.

Considering Main Street East as a typical example, three minutes were required to reach University Avenue at an average speed of thirteen miles per hour, eight minutes elapsed before reaching Culver Road, and a total running time of twelve minutes was needed to reach Winton Road, giving an overall average speed of fifteen miles per hour.

Travel time losses were greatest within the congested one mile circle surrounding the center of the downtown business district, due primarily to heavy traffic volumes and inadequate street capacity. Double parking, loading and unloading of buses and trucks, and heavy pedestrian movement added further delays. Average speeds as low as seven miles per hour were recorded.

Unless relief is afforded these conditions may be expected to grow progressively worse, with an increase in the economic loss which results from traffic delays and traffic accidents.

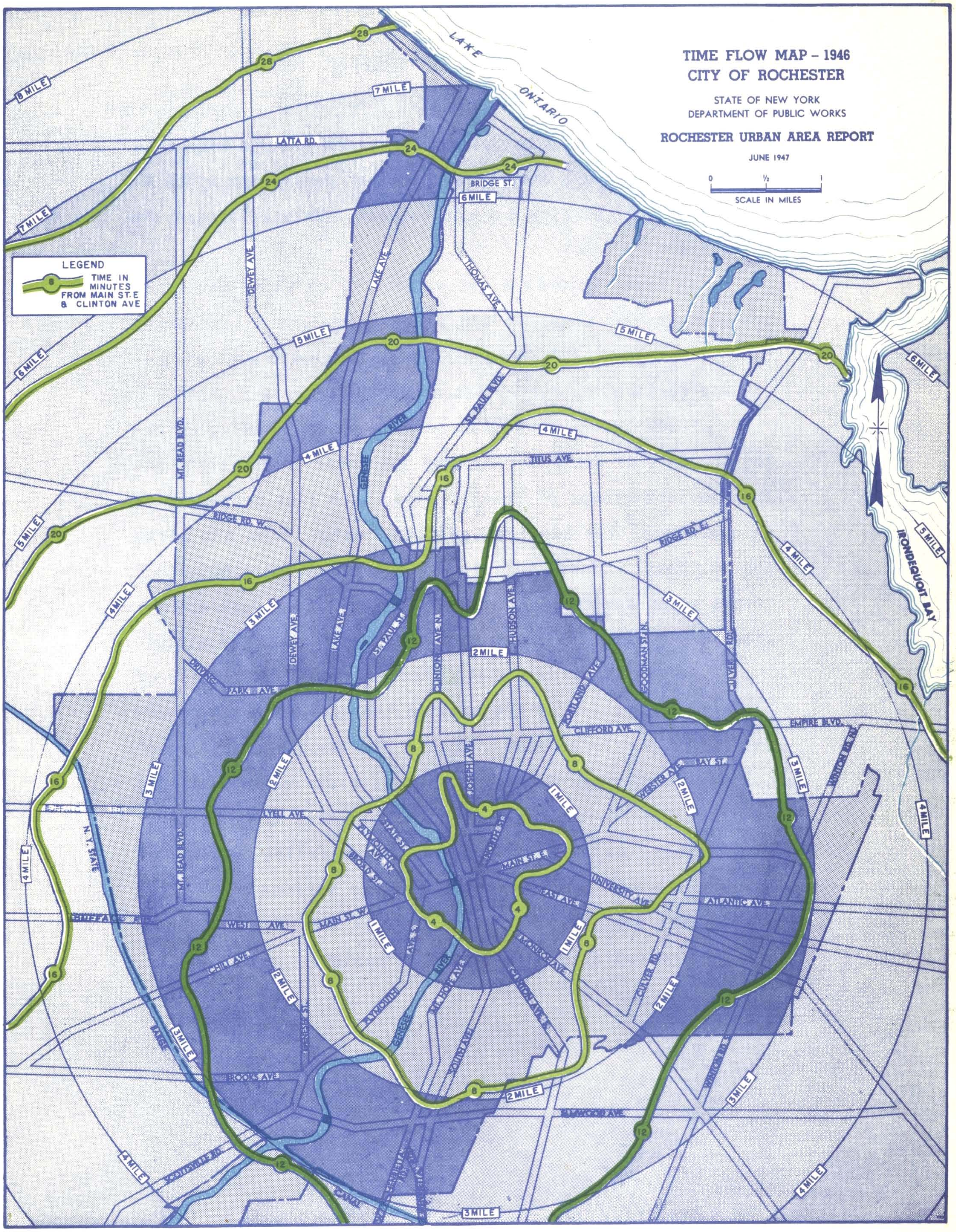

TIME FLOW MAP - 1946
CITY OF ROCHESTER
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
0 ½ 1
SCALE IN MILES
LEGEND
8
TIME IN MINUTES FROM MAIN ST. E & CLINTON AVE
LAKE ONTARIO
IRONDEQUOIT BAY
GENESEE RIVER
LATTA RD.
BRIDGE ST.
DEWEY AVE.
LAKE AVE.
THOMAS AVE.
ST. PAUL BLVD.
MT. READ BLVD.
TITUS AVE.
RIDGE RD. W.
RIDGE RD. E.
HUDSON AVE.
UNION AVE. N.
PARK AVE.
PORTLAND AVE.
GOODMAN ST. N.
CULVER RD.
CLIFFORD AVE.
EMPIRE BLVD.
BAY ST.
WEBSTER AVE.
WINTON RD. N.
LYELL AVE.
N. Y. STATE
STATE ST.
MAIN ST. E.
EAST AVE.
UNIVERSITY AVE.
ATLANTIC AVE.
BROAD ST.
MAIN ST. W.
WEST AVE.
BUFFALO RD.
CHILI AVE.
GENESEE ST.
PLYMOUTH AVE.
MT. HOPE AVE.
SOUTH AVE.
CLINTON AVE. S.
MONROE AVE.
CULVER RD.
WINTON RD. S.
BROOKS AVE.
ELMWOOD AVE.
SCOTTSVILLE RD.
CANAL
BARGE
1 MILE
2 MILE
3 MILE
4 MILE
5 MILE
6 MILE
7 MILE
8 MILE
4
8
12
16
20
24
28

PLATE NO. 14

DESTINATION OF TRAFFIC ENTERING THE CITY OF ROCHESTER

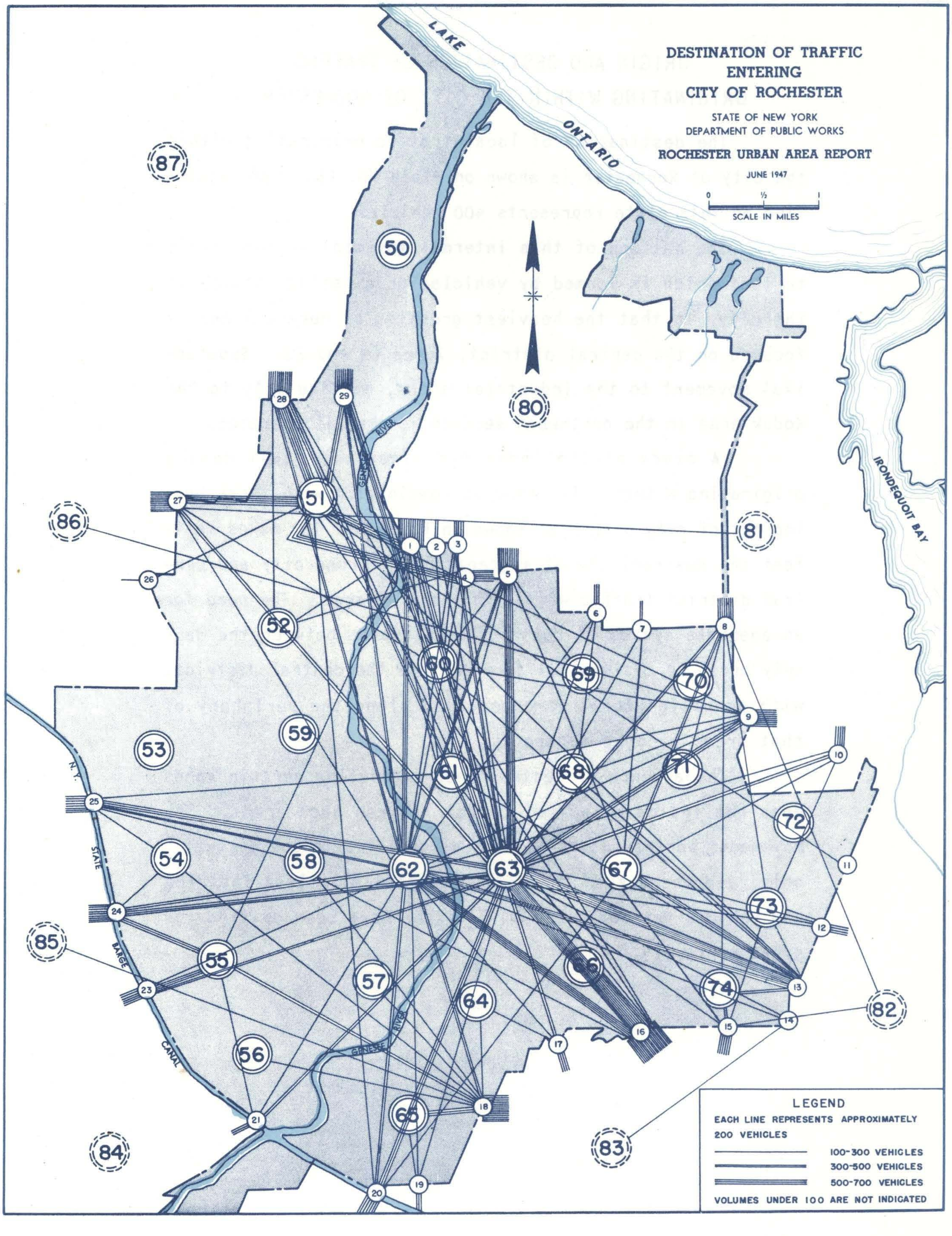
A desirable arterial route system should provide a rapid and safe means for the movement of people and goods by the most practical direct route between points of origin and destination.

In order to obtain the pattern of existing movements between various zones of the urban area, and to establish the desire lines of individual and collective travel an origin and destination survey was conducted on July 9, 1946.

Plate No. 15 shows the destination of traffic entering the City of Rochester through the outer cordon stations. The heaviest groups of desire lines, each line representing an average of two hundred vehicles, enter from the north and southeast. These vehicles, together with a substantial volume entering from the west are predominantly destined for zones 62 and 63 which comprise the central business district.

Reference to the plate also discloses the extent of travel from outside of the city to the various zones of industry, primarily zones 51, 55 and 67. Much of this travel now passes through the main business district in conflict with traffic having destination within that area.

These major groupings of travel desire lines, together with miscellaneous movements to various other city zones, give a preliminary indication of a desirable pattern for the contemplated arterial route system.



DESTINATION OF TRAFFIC ENTERING CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947

PLATE NO. 15

ORIGIN AND DESTINATION OF TRAFFIC ORIGINATING WITHIN THE CITY OF ROCHESTER

The destination of local traffic originating within the City of Rochester is shown on Plate No. 16. Each desire line on this plate represents 400 vehicles.

The pattern of this internal movement is comparable to that which is formed by vehicles originating outside of the city, in that the heaviest grouping of desire lines is focused on the central district, Zones 62 and 63. Substantial movement to the industrial areas, particularly to the Kodak area in the northwest section is also illustrated.

A study of the indicated lines of travel desire originating within city zones in combination with those having out of city origin as shown on Plate No. 15, makes manifest the desirability of segregation of cross city and central district traffic within the central area. The need for an adequate system of radial thoroughfares between the densely built up residential sections and the central district, with provision for interconnection along the periphery of that area, becomes apparent.

The absence of desire lines connecting certain zones does not indicate lack of travel between such areas. The movements portrayed are summations of trips in one direction only, and where such travel is substantially less than the 400 vehicle per day minimum the lines have been omitted for greater clarity.

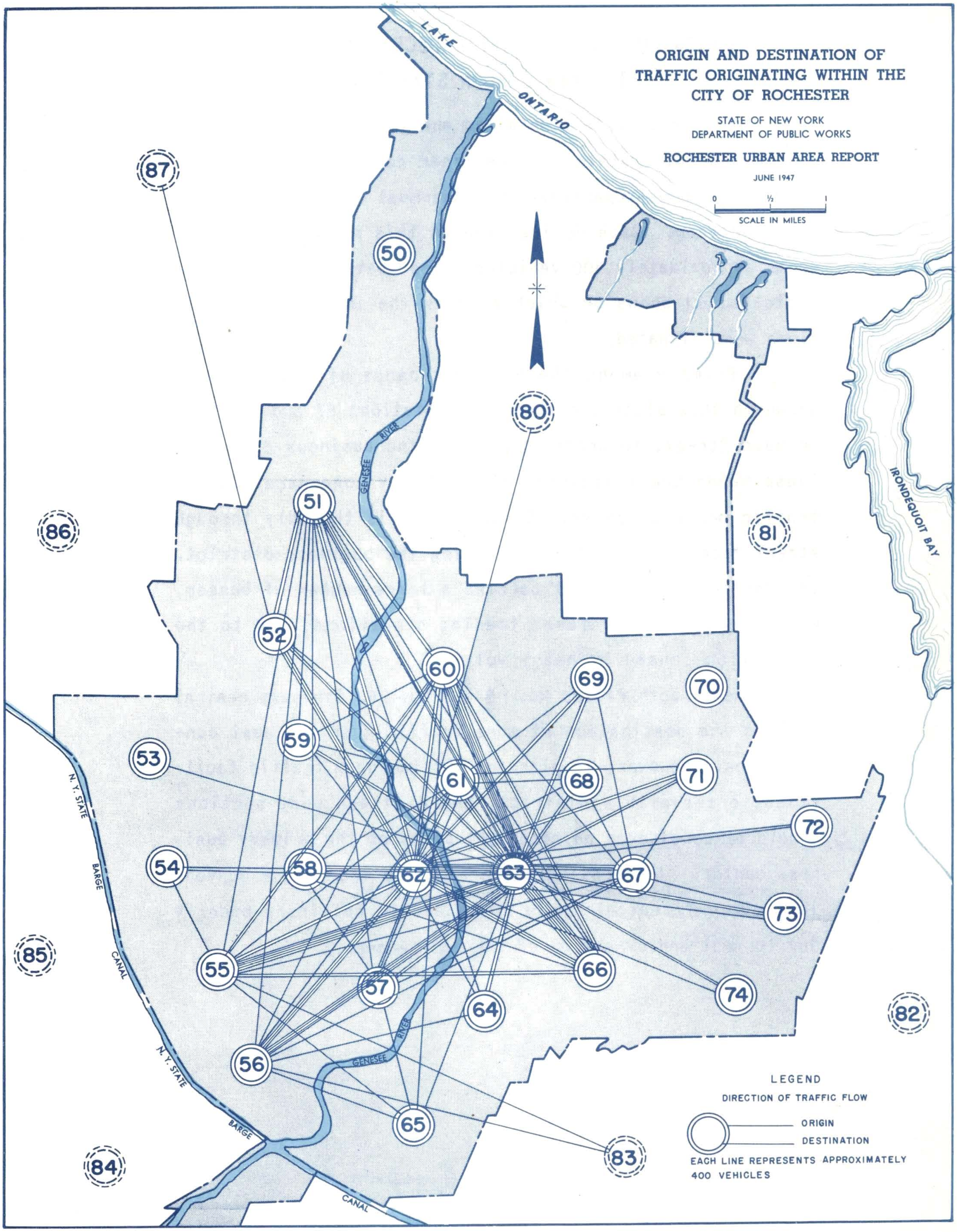

ORIGIN AND DESTINATION OF
TRAFFIC ORIGINATING WITHIN THE
CITY OF ROCHESTER
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
0
½
1
SCALE IN MILES
LAKE ONTARIO
IRONDEQUOIT BAY
GENESEE RIVER
N. Y. STATE BARGE CANAL
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
80
81
82
83
84
85
86
87
LEGEND
DIRECTION OF TRAFFIC FLOW
ORIGIN
DESTINATION
EACH LINE REPRESENTS APPROXIMATELY 400 VEHICLES

PLATE NO. 16

DISTRIBUTION OF TRAFFIC RECEIVING CARDS AT INNER CORDON STATIONS

Plate No. 17 is a detailed analysis of the date shown on the preceding plate for the inner cordon stations only. This study shows separately the innermost origin and destination pattern. Each desire line on this plate also represents approximately 400 vehicles. The station location map, Plate No. 11 shows on which streets the inner cordon stations were situated.

Primary among the heaviest bands of desire lines shown on this plate are those from stations 57 and 71, both on Main Street, to areas 62 and 63, the business district. These bands are indicative of the heavy concentrations of traffic occuring on Main Street which is the only through street from east to west traversing the business district. In addition, this street carries a large number of busses, which because of frequent loading operations, add to the congestion caused by heavy volumes.

As on both Plates No. 15 and No. 16, the east central area is the destination of more traffic than the west central area. However, in planning for adequate traffic facilities to serve this district, the east and west sections should be considered as component parts of the primary business center. Integrating these areas by means of a convenient circumferential route would aid in obtaining orderly development and expansion of the entire area.

DISTRIBUTION OF TRAFFIC RECEIVING CARDS AT INNERCORDON STATIONS, CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

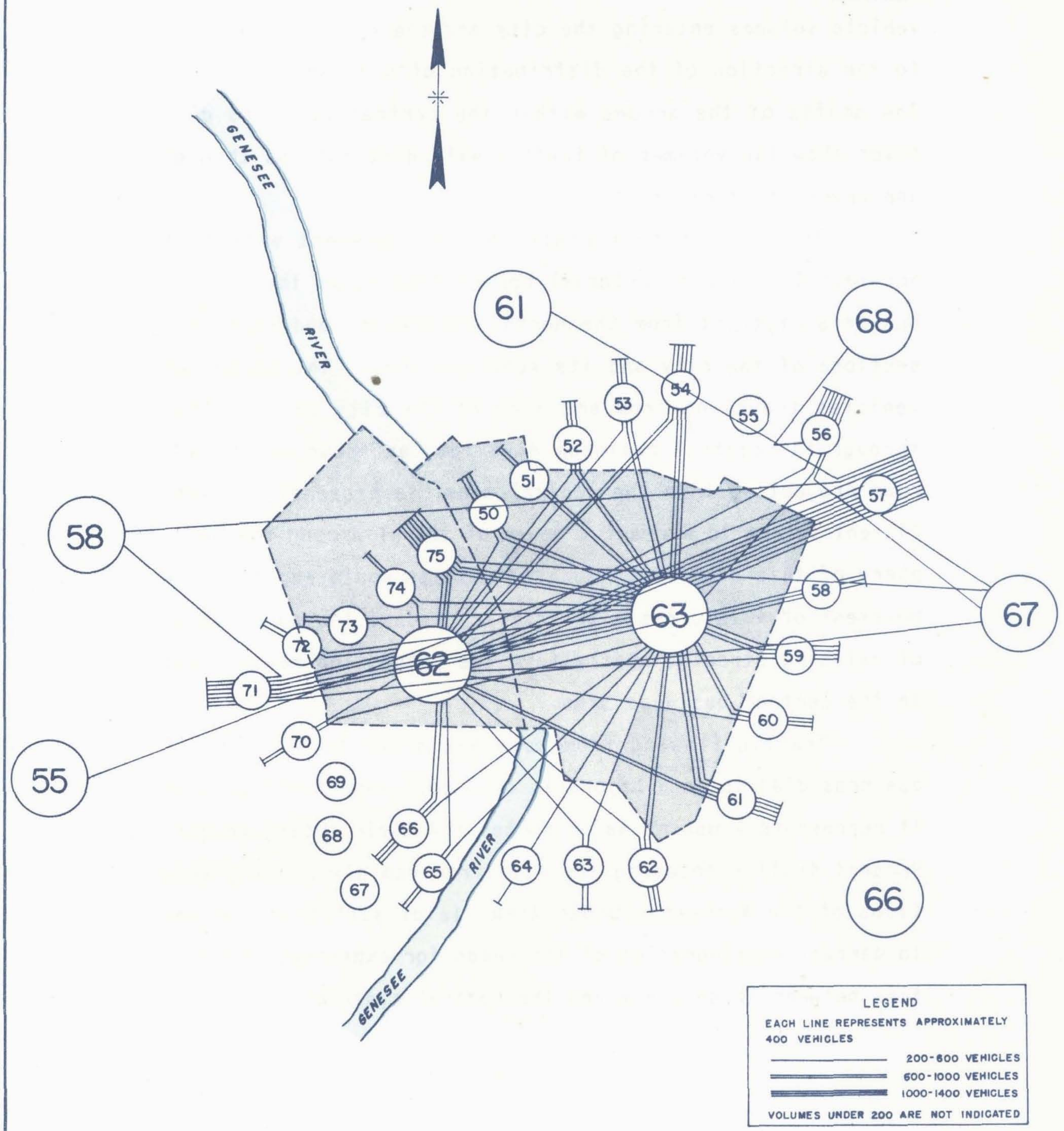


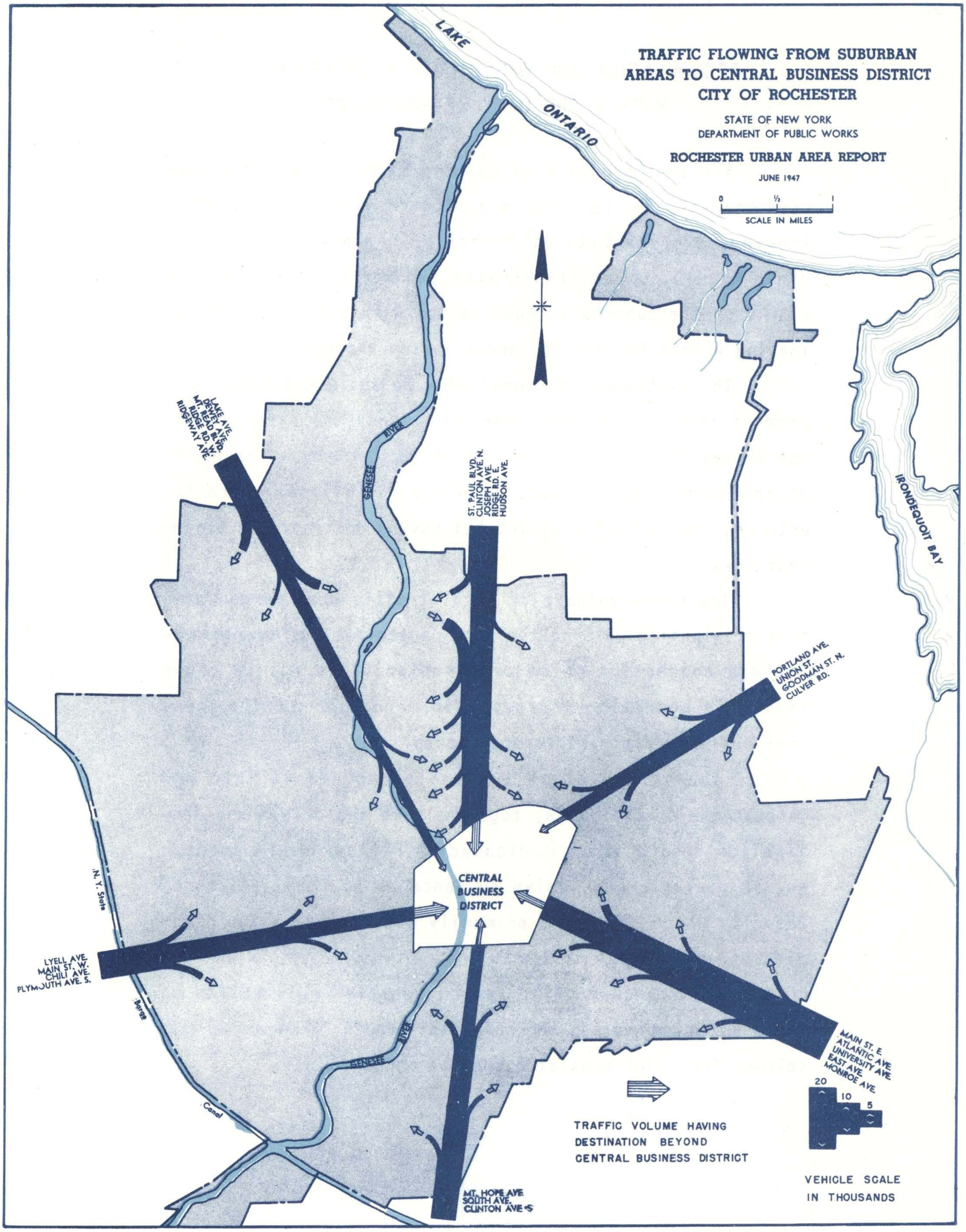
PLATE NO. 17

TRAFFIC FROM SUBURBAN AREAS TO THE BUSINESS DISTRICT

Four to six related major thoroughfares each were combined to form the six major directional bands of traffic shown on Plate No. 18. The widths of the bands indicate the vehicle volumes entering the city and the open arrows point to the direction of the distribution of disjoined traffic. The shafts of the arrows within the central business district show the volumes of traffic with destinations through and beyond that district.

The data on this plate show the present extent of heaviest travel over arterial routes leading to the central business district from the north, southeast, and southwest sections of the city and its suburban area. The number of vehicles traveling from one side of the city to the other through the central business district, as shown by the arrows projecting into the central area, is presently of sufficient volume to warrant a means of travel around the periphery of this district. Such a facility would expedite the movement of this cross city traffic, reduce the overloading of existing streets, and relieve the congestion now evident in the central business area.

Traffic flowing from suburban areas to the central business district and beyond is of utmost importance because it represents a use of major routes for their entire length. Present traffic entering the city from rapidly growing sections of the Rochester Urban Area, is of sufficient volume to warrant consideration of the needs for expressway facilities between these areas and the central district.



TRAFFIC FLOWING FROM SUBURBAN AREAS TO CENTRAL BUSINESS DISTRICT CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

PLATE NO. 18

ACCUMULATION AND DISTRIBUTION OF TRAFFIC WITHIN THE CITY OF ROCHESTER

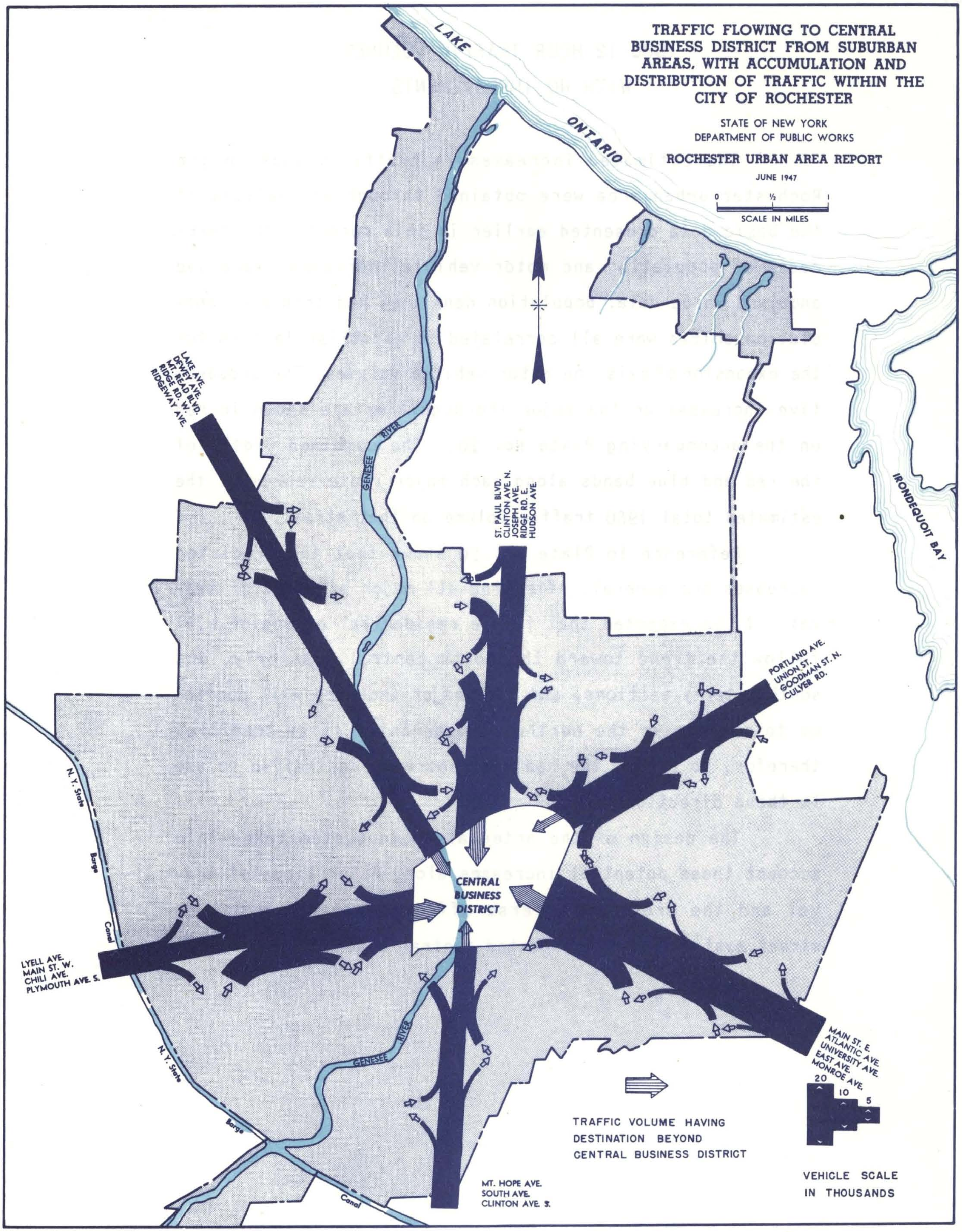
The same grouping of related major streets that was used on Plate No. 18 to give a picture of suburban traffic flowing into the City of Rochester has been repeated on Plate No. 19, which illustrates the traffic entering the city from the suburbs in combination with the traffic originating within the various areas inside the city.

The widths of the bands show to scale the total volumes of traffic, and the open arrowheads the direction of the accumulation or distribution of such volume. The shafts of the hatched arrows show to scale the volumes of traffic entering the central district but having destinations beyond that area.

The heavy volumes of local traffic when merged with that originating outside the city causes serious overcrowding and congestion on major streets. Plate No. 19 shows that this condition increases in magnitude as the central business district is approached.

The portrayal of the radial movements into and through the central area, together with the origin and destination desire lines indicated on Plates No. 15 through No. 19 presents conclusive evidence as to the sections of the city which should be primarily considered in the planning of an arterial system.

The forecast of increased vehicle registration on Plate No.10 emphasizes the potential growth in motor vehicle volumes for which provision must be made.



TRAFFIC FLOWING TO CENTRAL BUSINESS DISTRICT FROM SUBURBAN AREAS, WITH ACCUMULATION AND DISTRIBUTION OF TRAFFIC WITHIN THE CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

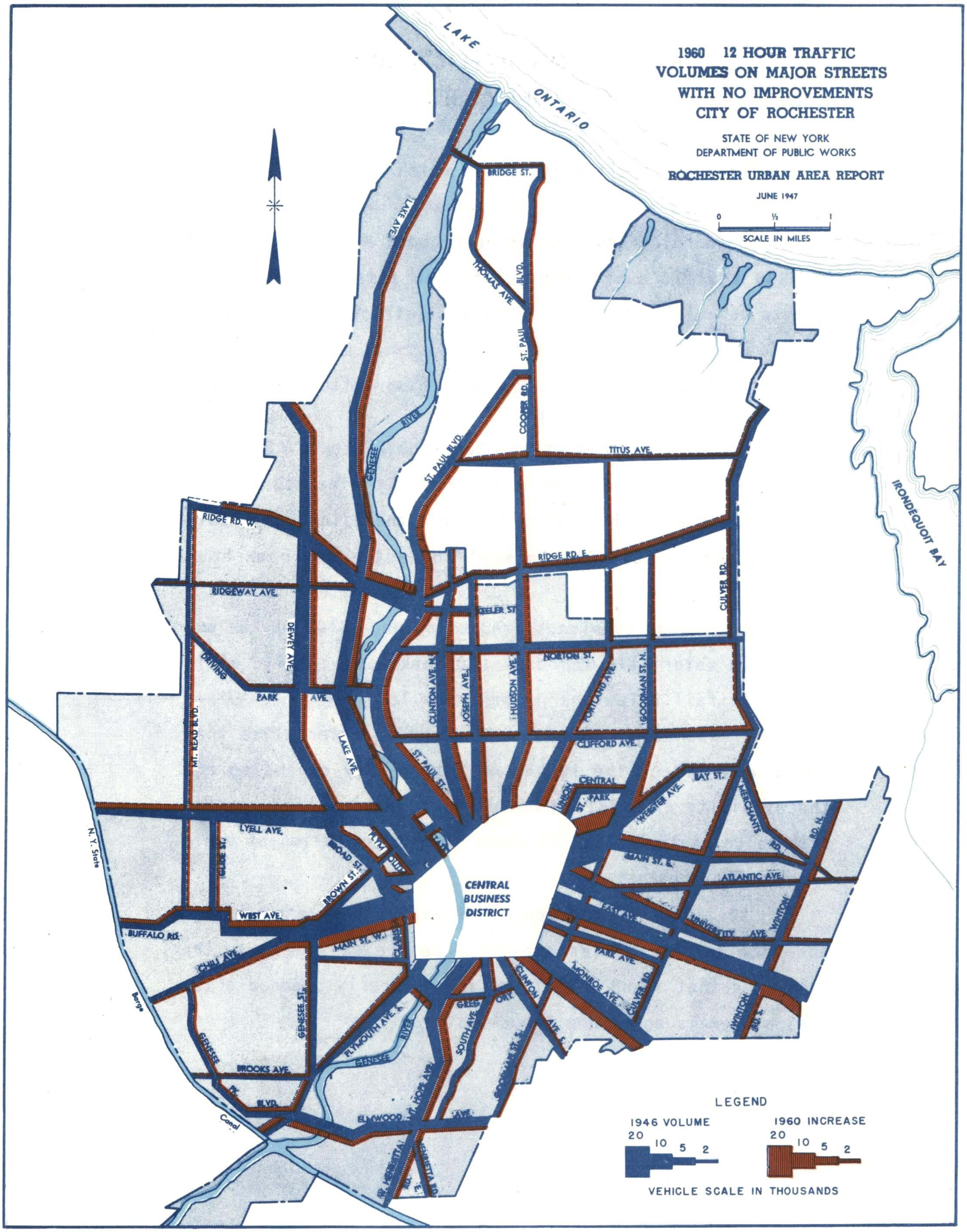
PLATE NO. 19

1960 12 HOUR TRAFFIC VOLUMES WITH NO IMPROVEMENTS

The estimated increases in traffic volume in the Rochester urban area were obtained through an analysis of the basic data presented earlier in this report. The forecasts of population and motor vehicle increases, land use and land value data, population densities and trends of population shifts were all correlated to establish factors for the expansion of existing motor vehicle volumes. The prospective increases on the major thoroughfares are shown in red on the accompanying Plate No. 20. The combined widths of the red and blue bands along each major route represent the estimated total 1960 traffic volume on that street.

Reference to Plate No. 20 shows that the predicted increases are general, affecting all major arteries of travel. It is expected that future residential expansion will follow the trend toward the north central, easterly, and southeasterly sections, and that major industry will continue to develop in the northwest quadrant. It is credible, therefor, to expect the heaviest increase in traffic volume in these directions.

The design of the arterial route system takes into account these potential increases along major lines of travel and the probable adverse effects upon the existing street system and the congested central business area.



1960 12 HOUR TRAFFIC VOLUMES ON MAJOR STREETS WITH NO IMPROVEMENTS CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

PLATE NO. 20

1960 PEAK HOUR TRAFFIC VOLUMES WITH NO IMPROVEMENTS

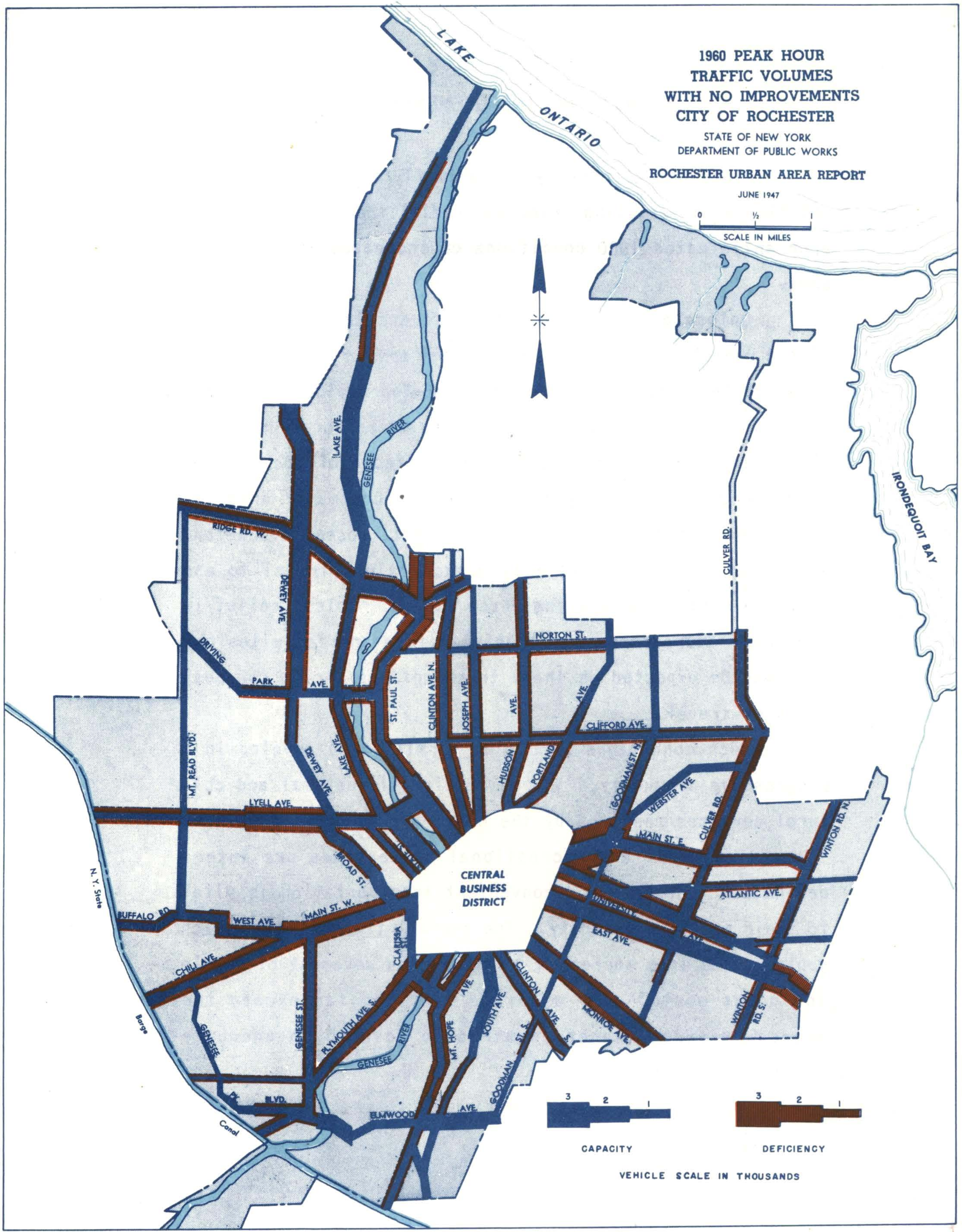
The heavy traffic increases which are anticipated by 1960 will cause a proportionately heavy increase in volume during the morning and evening peak hours of travel. While in 1946 traffic overloads existed on some of the major streets especially near the business district, it is expected that by 1960 serious overloads will exist on nearly every major street and that in most cases these deficiencies will exist for their entire length.

The total widths of the bands on Plate No. 21 indicate peak hour volumes, while the widths of the red portion of the bands show the extent to which the existing streets are lacking in capacity to meet the estimated peak hour loads.

With these overloads congestion and delay may be expected to materially increase and peak hour traffic efficiency to fall below the present low levels.

If such conditions were allowed to materialize they could well affect the trends of future city expansion and the stability of existing development, particularly in the high value central district where the concentration of vehicles is the greatest.

It is to be concluded that adequate transportation and terminal facilities are vital to the well being of the city, and that sound investment in a properly planned arterial system is an economic necessity.



1960 PEAK HOUR
TRAFFIC VOLUMES
WITH NO IMPROVEMENTS
CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

PLATE NO. 21

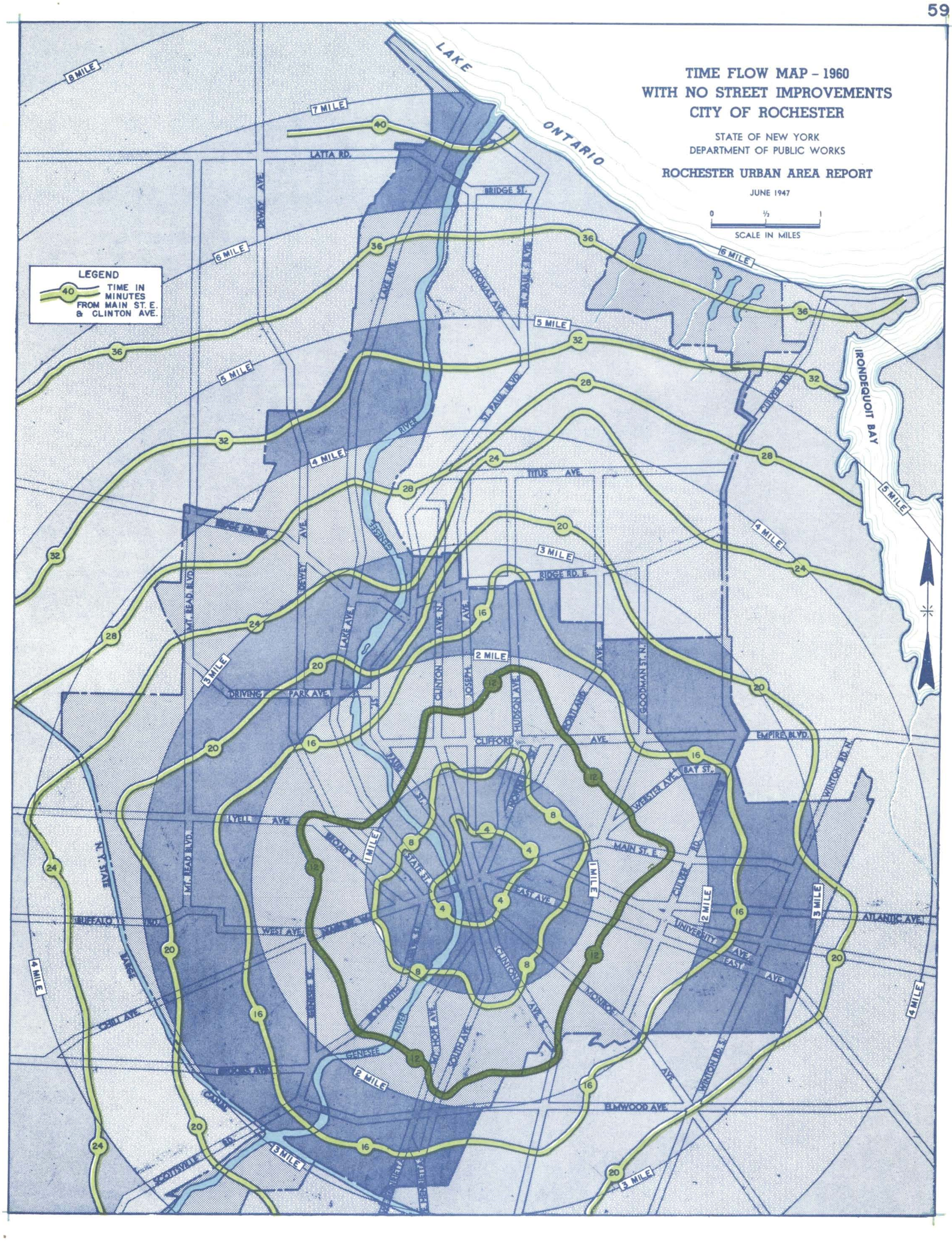
1960 TIME FLOW
WITH NO IMPROVEMENTS

Plate No. 22 portrays graphically the estimated travel time along existing principal radial thoroughfares based upon anticipated 1960 conditions of increased traffic volumes.

Unless provisions are made to accommodate the predicted vehicle loads, peak hour travel speeds within the one mile circle surrounding the center of the business district may easily reach the low level of five miles per hour.

The indications are that the effects of the anticipated congestion will spread out along such major arterial routes as Lake Avenue, Saint Paul Street, Joseph Avenue and East Avenue, adversly affecting expeditions travel to and from the central area along these routes. Unless relief is afforded, average speeds of between five and ten miles per hour may be expected on these thoroughfares during the peak hours of travel.

Such conditions cannot be permitted to develop in a progressive community. The commercial, industrial and cultural services rendered by the city, and the contribution of the agricultural and recreational hinterlands are interdependant. Adequate and convenient transportation is vital to their mutual prosperity. The overall financial loss which would accrue from increased delays in the movement of people and goods would, over a period of time, far exceed the necessary expenditures required to develop an adequate arterial system.



TIME FLOW MAP - 1960
WITH NO STREET IMPROVEMENTS
CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

PLATE NO. 22

THE PROBLEM

THE PROBLEM

The foregoing traffic data presents a factual picture of the creeping paralysis that is already lowering the efficiency of vehicle movement in the Rochester area. Major arterial streets carrying heavy volumes of traffic into the central district and beyond into other industrial and residential areas are reaching a point of saturation. The result is time consuming congestion and delay, and unacceptable peak hour speeds within the central area and its radial entrances.

The heavy volumes of travel which are now focused from all directions on the central district are due to increase materially. The analysis of the traffic data shows this movement to be the greatest from the northerly and southeasterly areas of the city. The trend of area development indicates that these areas will expand more rapidly during the coming years. However, the forecast of 1960 traffic volumes predicts that most of the major radial streets and cross connecting thoroughfares will be inadequate to carry the anticipated peak hour travel and that travel in the central area may be reduced to the speeds of the horse and buggy days.

This situation will affect the private vehicle and the public carrier alike. The movement of merchandise in and out of the area will be seriously hampered. The potential demand for vehicle parking space will further aggravate the situation. The implications are that the stability of commercial development in the central district may be seriously affected. Expansion of the area will most certainly be curtailed and the conditions of blight along the periphery are more than likely to spread.

Obviously the economic future of the Rochester urban area is dependent to a considerable degree upon the provision of an adequate transportation system. Such a system must provide for safe and rapid travel into the heart of the city from the new State Thruway and other principal statewide routes. In addition, provision must be made for expeditious and direct travel between points of origin and destination within the urban area. Traffic movement across the city passing through the central district must be taken out of conflict with movements destined for that commercial center. Travel from the outer fringes of the residential development should be provided with adequate facilities for circulatory movements before reaching areas of greater traffic density. These features are considered to be essential in the development of an overall plan of adequate highways for the Rochester urban area.

THE PLAN
AND
ITS BENEFITS

THE PLAN

The traffic study conducted in the Rochester area disclosed the points where deficiency in capacity exists along certain streets under existing traffic conditions. It also revealed the extent to which these deficiencies would multiply and spread to the entire major thoroughfare system as annual motor vehicle registration increased. Early planning and construction of adequate thoroughfares is deemed essential to provide for safe and expeditious travel movement of the growing vehicle volume.

The Department has developed such a plan after detailed analysis of the extensive amount of factual information concerning traffic volumes, traffic movements, speeds and delays, land-use valuations, population, and other related data which have been previously summarized in the Report.

In general, the plan herein presented consists of a southeast and a southwest connection to the Thruway which is now under construction, an Outer Loop located approximately along the outer periphery of the Rochester city area, an Inner Loop which encircles the central business district, and five radial arterial routes connecting the Inner and Outer Loops.

Two of the planned radial arterial routes and the Chili Thruway connections are of the Expressway Type. Access thereto will be limited and controlled, and traffic thereon will be unimpeded by lights or frequent intersections. Controlled access increases traffic capacity, in-

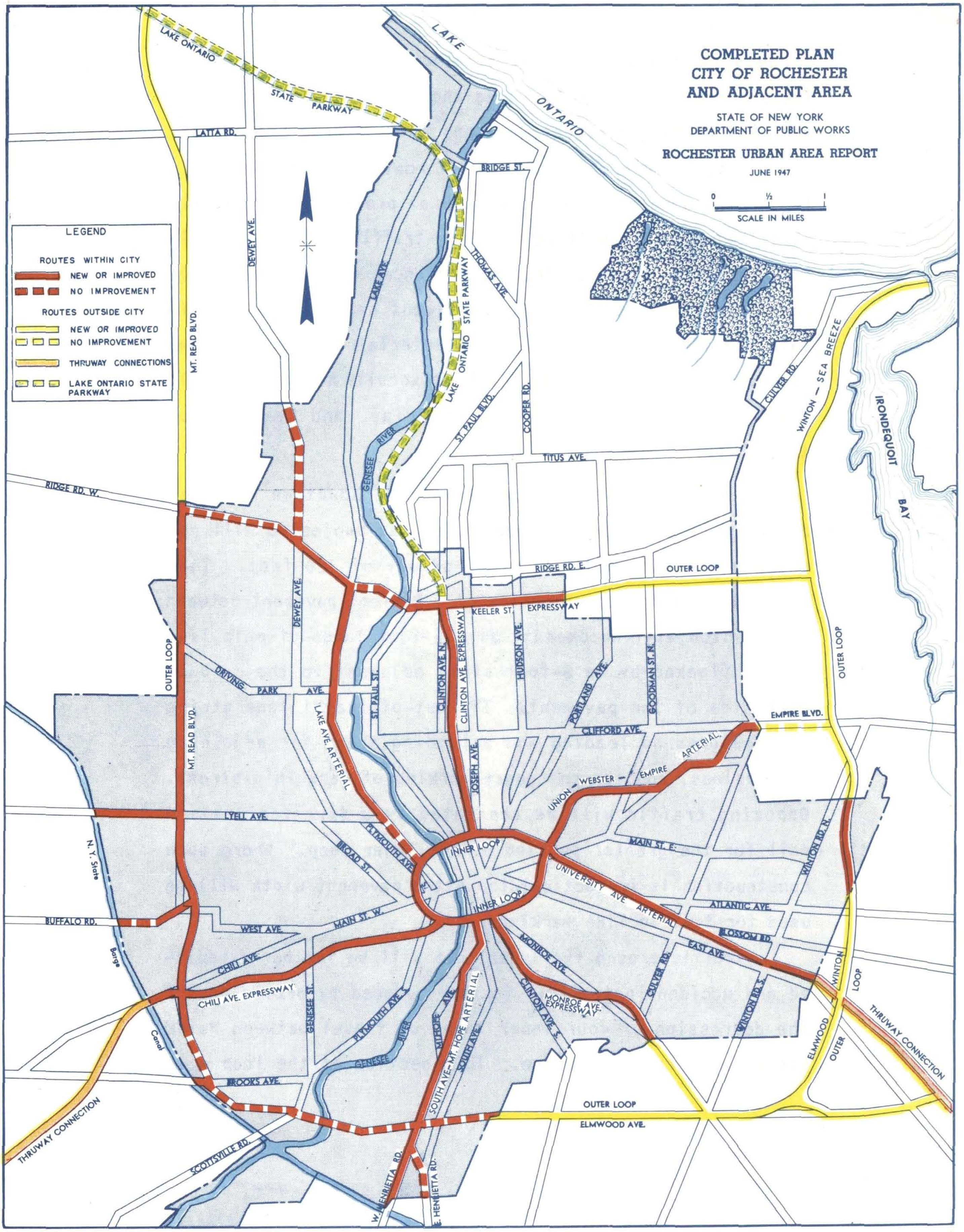

COMPLETED PLAN
CITY OF ROCHESTER
AND ADJACENT AREA
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
0
½
1
SCALE IN MILES
LEGEND
ROUTES WITHIN CITY
NEW OR IMPROVED
NO IMPROVEMENT
ROUTES OUTSIDE CITY
NEW OR IMPROVED
NO IMPROVEMENT
THRUWAY CONNECTIONS
LAKE ONTARIO STATE PARKWAY
LAKE ONTARIO
LAKE ONTARIO STATE PARKWAY
LATTA RD.
BRIDGE ST.
DEWEY AVE.
LAKE AVE.
THOMAS AVE.
LAKE ONTARIO STATE PARKWAY
MT. READ BLVD.
GENESEE RIVER
ST. PAUL BLVD.
COOPER RD.
CULVER RD.
WINTON — SEA BREEZE
IRONDEQUOIT BAY
TITUS AVE.
RIDGE RD. W.
RIDGE RD. E.
OUTER LOOP
KEELER ST. EXPRESSWAY
DEWEY AVE.
OUTER LOOP
CLINTON AVE. N.
CLINTON AVE. EXPRESSWAY
HUDSON AVE.
GOODMAN ST. N.
PORTLAND AVE.
OUTER LOOP
DRIVING PARK AVE.
ST. PAUL ST.
LAKE AVE. ARTERIAL
JOSEPH AVE.
CLIFFORD AVE.
EMPIRE BLVD.
UNION - WEBSTER - EMPIRE ARTERIAL
MT. READ BLVD.
LYELL AVE.
PLYMOUTH AVE.
BROAD ST.
INNER LOOP
MAIN ST. E.
WINTON RD. N.
N. Y. State
Barge
Canal
UNIVERSITY AVE. ARTERIAL
ATLANTIC AVE.
INNER LOOP
BUFFALO RD.
WEST AVE.
MAIN ST. W.
BLOSSOM RD.
EAST AVE.
MONROE AVE.
CHILI AVE.
CHILI AVE. EXPRESSWAY
GENESEE ST.
PLYMOUTH AVE.
GENESEE RIVER
MT. HOPE AVE.
SOUTH AVE.—MT. HOPE ARTERIAL
SOUTH AVE.
CLINTON AVE. S.
MONROE AVE. EXPRESSWAY
CULVER RD.
WINTON RD. S.
WINTON
ELMWOOD
OUTER LOOP
THRUWAY CONNECTION
BROOKS AVE.
OUTER LOOP
ELMWOOD AVE.
THRUWAY CONNECTION
SCOTTSVILLE RD.
W. HENRIETTA RD.
E. HENRIETTA RD.

PLATE NO. 23

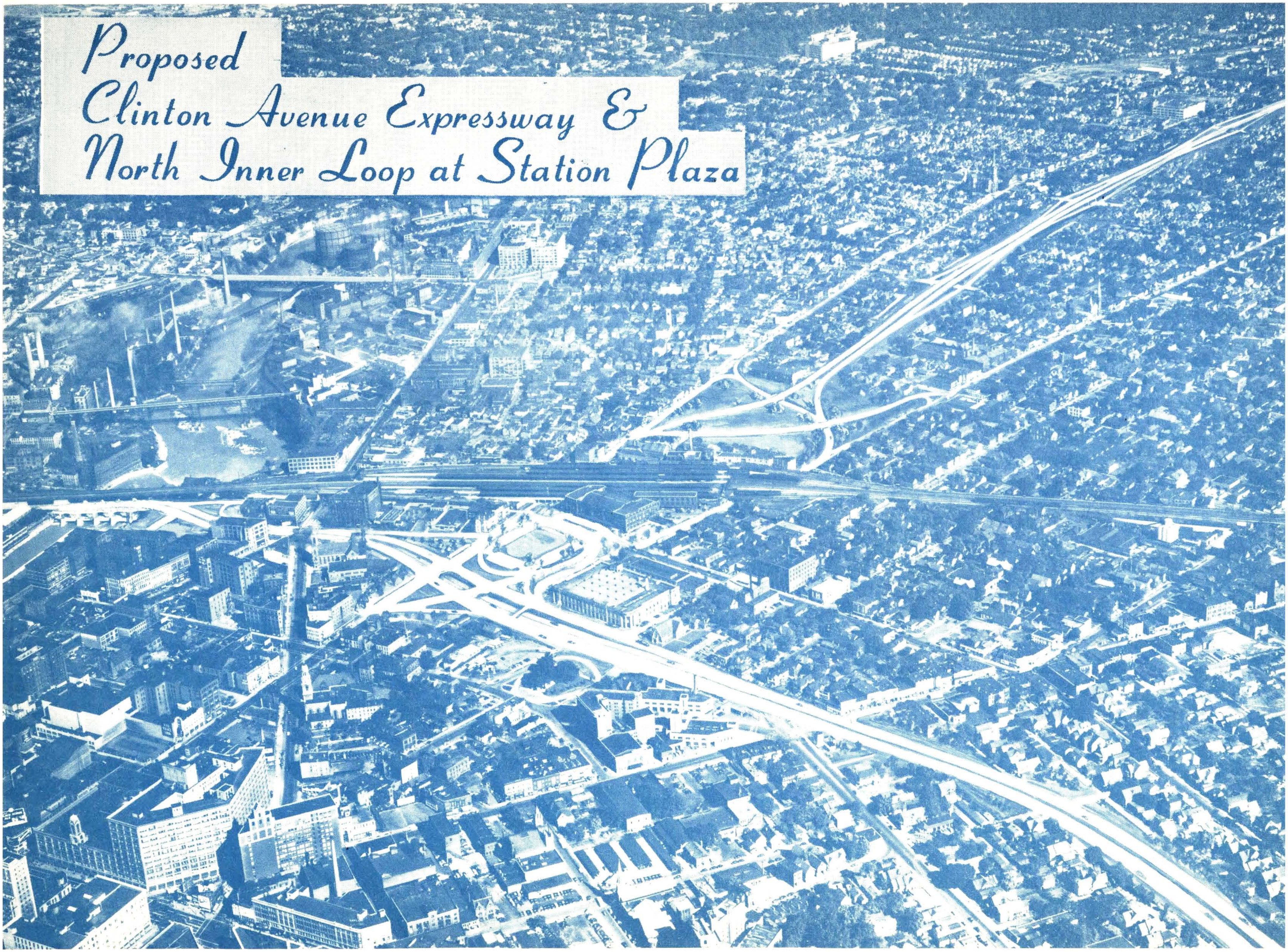
creases permissible travel speeds, and promotes safety. These three routes are known as the Clinton Avenue Expressway, Monroe Avenue Expressway, and Chili Avenue Expressway.

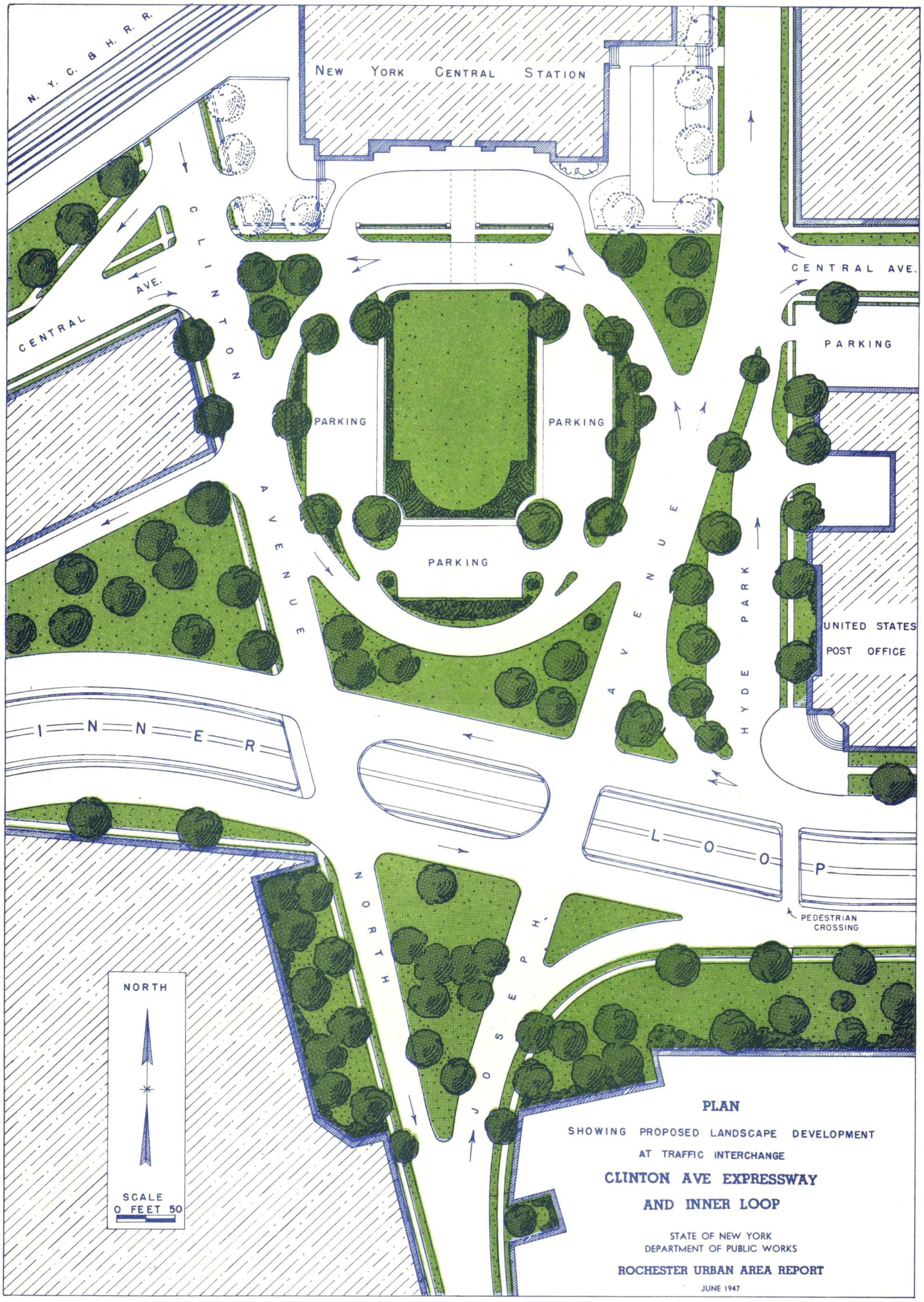
The three remaining arterial routes and the University Thruway connection are proposed at present street level. Existing pavements will be widened, traffic will be channelized as far as practicable, and entrances will be reasonably controlled in order to reduce accident hazards and facilitate the flow of traffic. These arterial routes are known as Union-Webster-Empire Arterial, University Avenue Arterial, South Avenue-Mt. Hope Avenue Arterial, and Lake Avenue Arterial.

The Inner Loop encompassing the downtown business district is 2.1 miles in length, and as projected will require a minimum width of right-of-way of 120 feet. This width permits the construction of a 92-foot pavement between curbs which will accomodate six 12-foot lanes of main line travel flanked by an 8-foot strip adjacent to the curb on each side of the pavement. The out-of-travel lane strips are designed as loading and unloading areas for adjoining enterprises, and for emergency parking of cars in distress. Opposing traffic will be separated by a four-foot raised mall for the greater portion of the Inner Loop. Where such construction is impractical the extra pavement width will be used for traffic line markings.

Traffic around the Inner Loop will be further expedited and accident potentials further reduced by provision for the depression of four inner lanes of travel between Water Street and Franklin Square. This section of the loop will

Proposed Clinton Avenue Expressway & North Inner Loop at Station Plaza





PLAN
SHOWING PROPOSED LANDSCAPE DEVELOPMENT
AT TRAFFIC INTERCHANGE
CLINTON AVE EXPRESSWAY
AND INNER LOOP

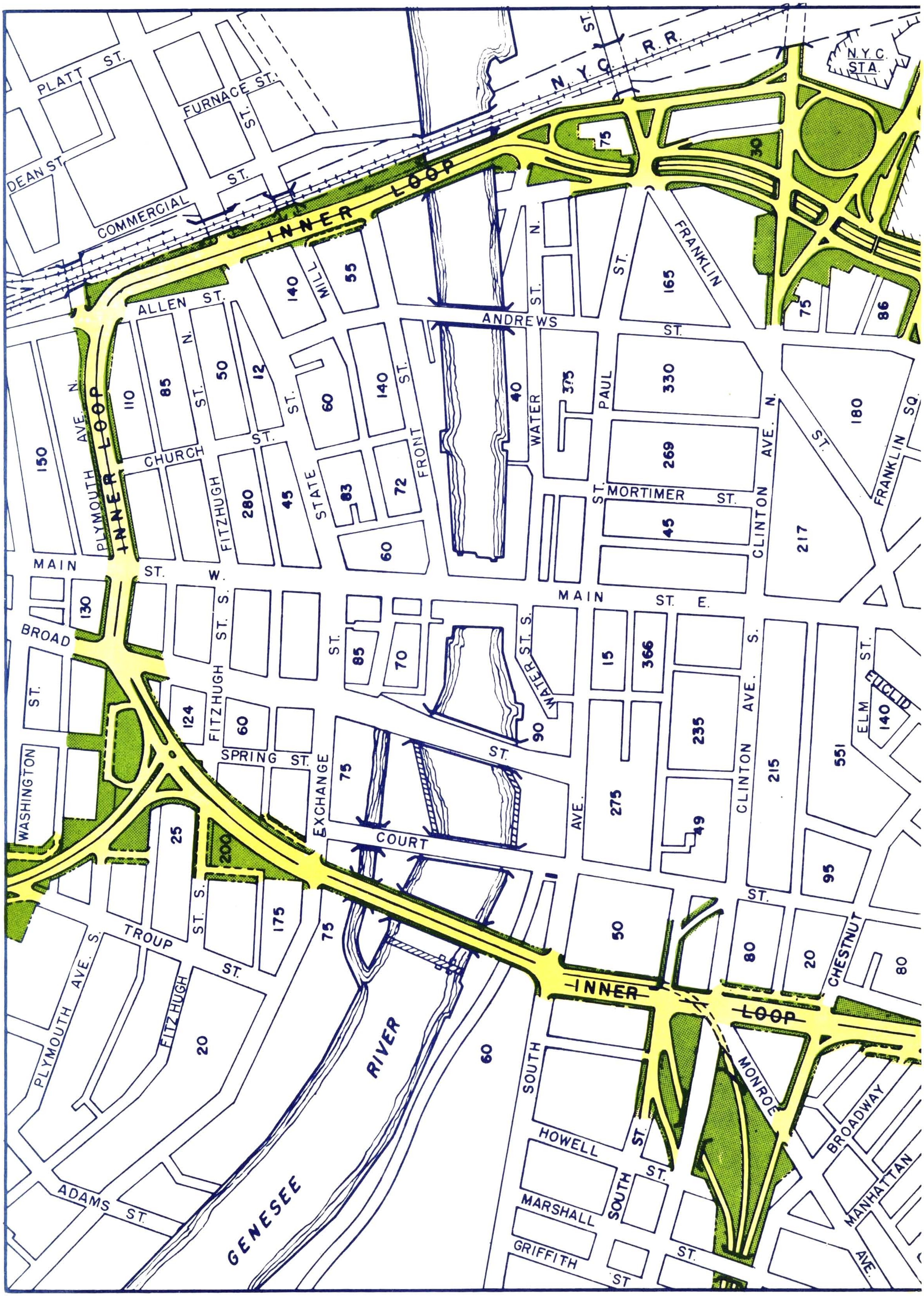
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947

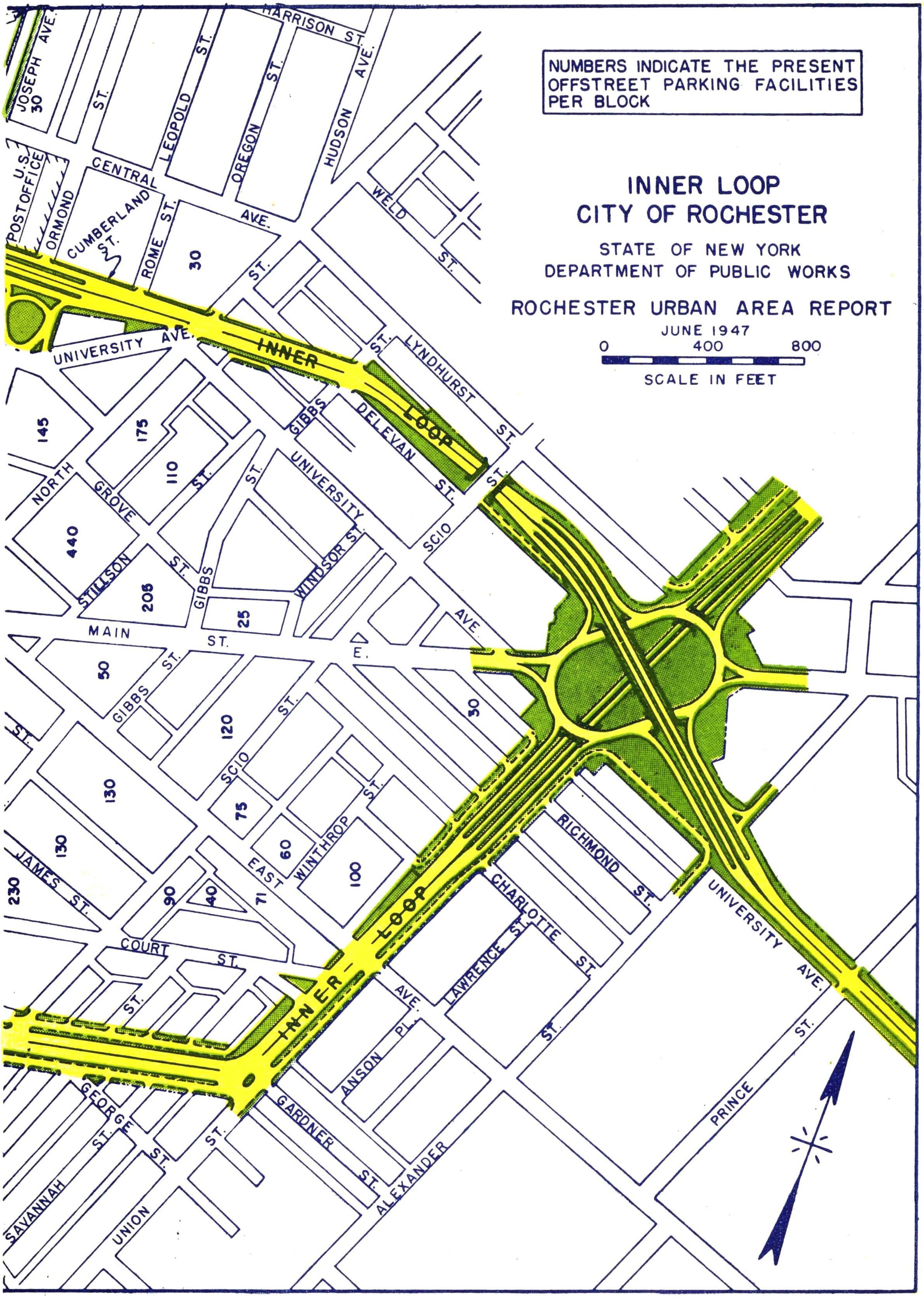
PLATE NO.25

pass under Saint Paul Street, Franklin Street, North Clinton Avenue, and under Joseph Avenue which is planned to be extended southwesterly over new location from Central Avenue to North Clinton Avenue. This area presently is among the most congested in the downtown section. Traffic in this area will be facilitated to an even greater extent by the suggested street arrangement and proposed directional movements in the block south of Central Avenue, and facing the New York Central Station, as shown on Plate No. 25. The added parking space which can be provided under this scheme is important to this area. The whole development adjoining the New York Central Station, the U.S. Postoffice, and in the immediate vicinity of the new bus depot, will lend itself to appropriate landscape treatment, and will integrate in a desirable location, both railroad and bus terminals with the planned transportation pattern for the downtown business area.

Beginning at North Street, the Inner Loop is projected over new location. It will be carried under Scio Street to the present intersection of East Main Street, North Union Street and University Avenue, at which point traffic may be distributed in six directions over six radial streets. In this location a 3-level structure will permit all traffic to pass this point without interruption and without traffic signal control.

Beginning at Gardner Park, on Union Street, the Inner Loop will proceed westerly over new location to South Clinton Avenue, thence over a short length of existing Monroe Avenue to South Avenue.


PLATT ST.
FURNACE ST.
ST.
DEAN ST.
COMMERCIAL
ST.
N.Y.C. R.R.
ST.
N.Y.C. STA.
INNER LOOP
75
30
ALLEN ST.
140
MILL
55
N.
ST.
ST.
165
FRANKLIN
ANDREWS
ST.
75
86
PLYMOUTH AVE. N.
110
85
ST. N.
50
12
ST.
60
140
ST.
40
WATER
375
PAUL
330
180
150
CHURCH
ST.
FITZHUGH
280
45
STATE
83
72
FRONT
269
ST.
MORTIMER
ST.
45
CLINTON
AVE. N.
217
FRANKLIN SQ.
ST.
FRANKLIN
60
MAIN
ST. W.
MAIN
ST. E.
130
BROAD
ST.
FITZHUGH
ST. S.
ST.
85
70
WATER ST. S.
15
366
EUCLID
ST.
ELM
140
124
60
90
235
551
WASHINGTON
SPRING ST.
EXCHANGE
75
ST.
AVE.
275
CLINTON AVE. S.
215
25
200
COURT
49
95
ST. S.
175
75
ST.
50
80
20
CHESTNUT
80
PLYMOUTH AVE. S.
TROUP
ST.
FITZHUGH
20
RIVER
60
SOUTH
INNER LOOP
MONROE
BROADWAY
HOWELL
ST.
ST.
MARSHALL
SOUTH
MANHATTAN
AVE.
ADAMS ST.
GENESEE
GRIFFITH
ST.
ST.



NUMBERS INDICATE THE PRESENT OFFSTREET PARKING FACILITIES PER BLOCK

INNER LOOP
CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

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JUNE 1947

From South Avenue westerly it is planned to pass over a new bridge over the Genesee River just north of present Court Street Dam and to continue northeasterly over new location to the present intersection of Broad Street and Plymouth Avenue South. The railway facilities of the Lehigh Valley and Erie Railroads within this area can be readily adjusted to conform to the proposed street layout. The location of this section of the Inner Loop is favorable to the contemplated general improvement of the area including the projected Civic Center.

The remaining portions of the Inner Loop will be carried generally at present street levels. In these several locations Inner Loop travel will be expedited by the provision of service roads for the commercial needs of abutting properties.

The Inner Loop generally is about 1500 feet, approximately five minutes' walking time, from Main Street, which permits uniform and equal transportation service to all enterprise therein and adjoining; yet it is of sufficient size to accommodate orderly expansion in keeping with the requirements of the estimated population growth. Excluding present street area it contains well over nine million square feet of space which, under a sound municipal planning and zoning program, will afford ample room for additional terminal facilities and for growth of commercial and industrial enterprise. An estimate of the present land use within the Inner Loop is shown in Table No. I

Increased and adequate traffic capacity of seven modernized radial arterial routes will make the Inner Loop quickly and easily accessible to all parts of the City and the surrounding suburban areas. This will greatly stimulate business and encourage enterprise and stabilize or enhance total realty values within and adjoining the route.

The distribution and strategic location of modernized arterial routes with their increased traffic capacity will effect a saving in travel time to every person using private or public transportation in the City. The total aggregate of such savings will be substantial, considering that the daily loss occassioned by traffic congestion has been estimated by competent authority to reach the sum of $50,000. per day in cities of comparable size. The saving in Rochester of only a portion of this sum would represent a substantial rate on any considerable investment made in an adequate street improvement program.

TABLE I

Land Use Distribution Within Inner Loop
1947 Estimate

	SQUARE FEET	PER CENT
First Class Building ($5000 or more per front ft.)	1,015,000	10.8
Second Class Building ($1000 to $5000 per front ft.)	2,263,000	24.1
Third Class Building (Less than $1000 per front ft.)	2,664,000	28.4
Residential Area	1,506,000	16.0
Vehicle Parking Area	1,839,000	19.6
Vacant Area	100,000	1.1
TOTAL	9,387,000	100.0

The well being of all residents and the employment of a considerable portion of them is centered largely in the downtown business area. Stabilization of values in the Inner Loop area has a profound effect on the whole tax structure of the City; for example, to offset a small percentage decrease in tax values in the business loop where realty values are high, would require a much larger distribution of increased tax collections on property beyond the business loop where realty values are lower. Therefore, it is to the best interest of all taxpayers to prevent stagnation or blight from impairing the stability of realty values in the Inner Loop area.

The Outer Loop encompasses generally the City of Rochester in the immediate vicinity of the city limits. In presently unbuilt areas a right of way of 200 feet is planned. This width will permit the ultimate construction of two lanes of main line travel in each direction, separated by a center mall 30 feet in width. Traffic movement along a considerable portion of the Outer Loop will be further facilitated by controlled entrance points which, in turn, are made possible by the construction of two added lanes of service road in each direction. These service roads are designed to be separated from main lines of travel by intermediate malls 20 feet in width. The use of malls will not only facilitate travel but will also permit appropriate landscape treatment through residential areas. Maintenance costs will be lessened by the available space for quick snow removal. On account of its strategic location the Outer Loop will serve all parts of the City as a traffic distributor, thus relieving much of the traffic pressure on radial arteries and on the Inner

Loop. It is vital to the development of a proper traffic flow pattern to meet city-wide needs.

The Outer Loop with its extension in the northeast area to Sea Breeze and in the northwest area to Lake Ontario State Parkway, will intercept every existing or planned artery of transportation which now or in the future is designed to enter the Rochester urban area. Its benefits extend in all directions and they will exist for all time.

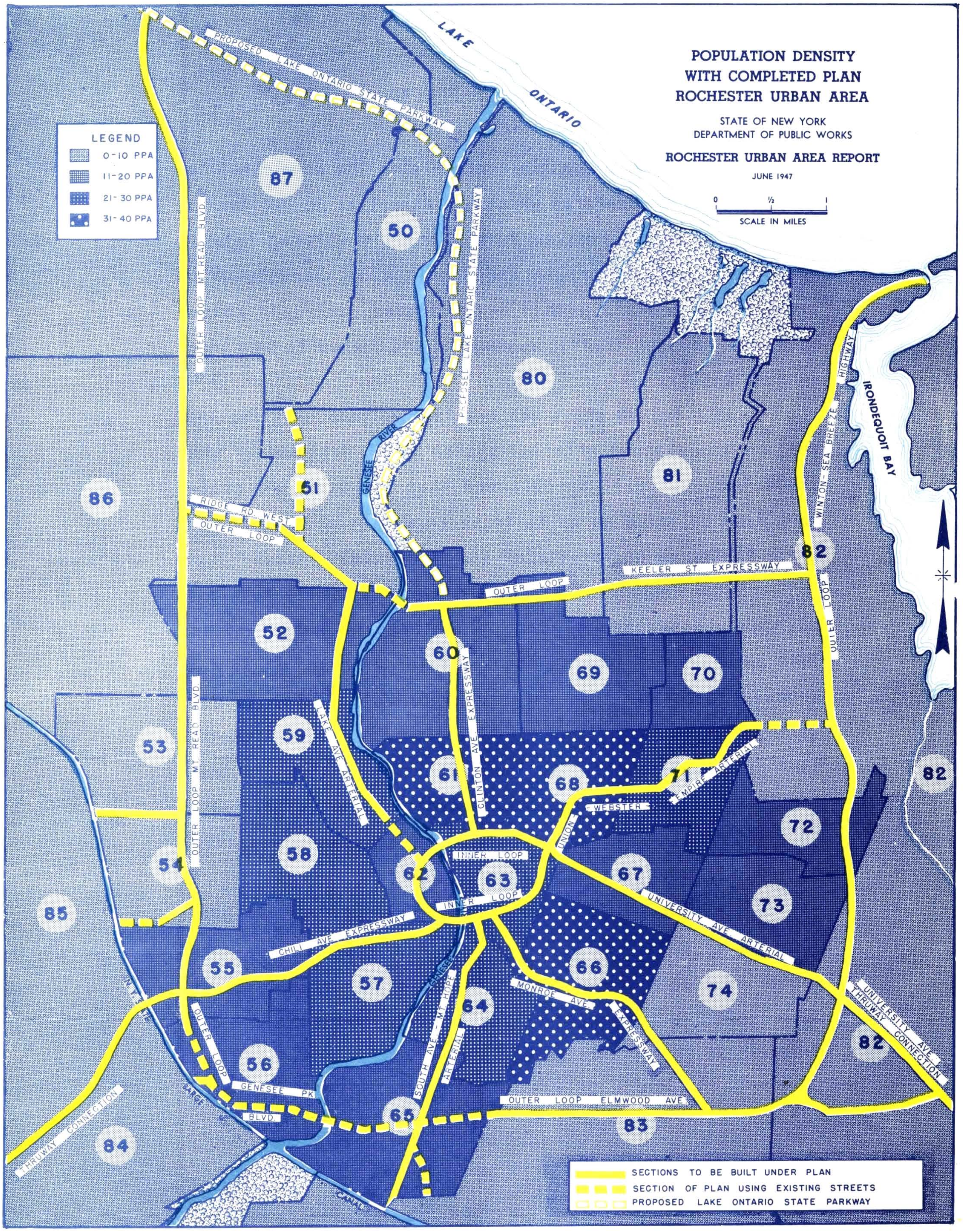
The long range planning program of the community will be aided by the joint participation of the City and the State in the development of an adequate arterial system. Concurrence in the general design as presented, or as mutually modified, together with the creation of a joint financial schedule to meet the costs of the projected improvements, will assure the establishment of a sound framework upon which to build the overall city plan.

POPULATION DENSITY
WITH PLAN COMPLETED

The relation of the proposed arterial route plan to the present distribution of population is shown on Plate No. 27. It will be noted that the arrangement of the radial thoroughfares is conveniently close to the areas of greater population density. Near the center of the city when the density is greatest the proposed arterial routes are approximately equidistant and less than one mile apart. This reasonable spacing permits access to the new facilities with a minimum of travel over neighborhood streets.

Near the perimeter of the city the distances between the radial routes becomes greater. However the proposal for an Outer Loop provides for good connections between them and for rapid, safe travel around the more densely built up sections of the city. The location of the sections of the Outer Loop in areas which are but sparsely developed is conducive to furthering additional building adjacent to the proposed route. The completion of the plan will provide adequate and desirable means of travel between all of the populated segments of the urban area.

The accompanying Plate No. 27 shows the projected routes leading northerly to the Lake Ontario region. These extensions of the Outer Loop and the proposed parkway extension indicated by the dashed line paralleling the Genesee River will provide desirable facilities to accommodate vehicle travel from Rochester and points beyond to the highly developed recreational area along the lake front.



POPULATION DENSITY
WITH COMPLETED PLAN
ROCHESTER URBAN AREA

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

PLATE NO.27

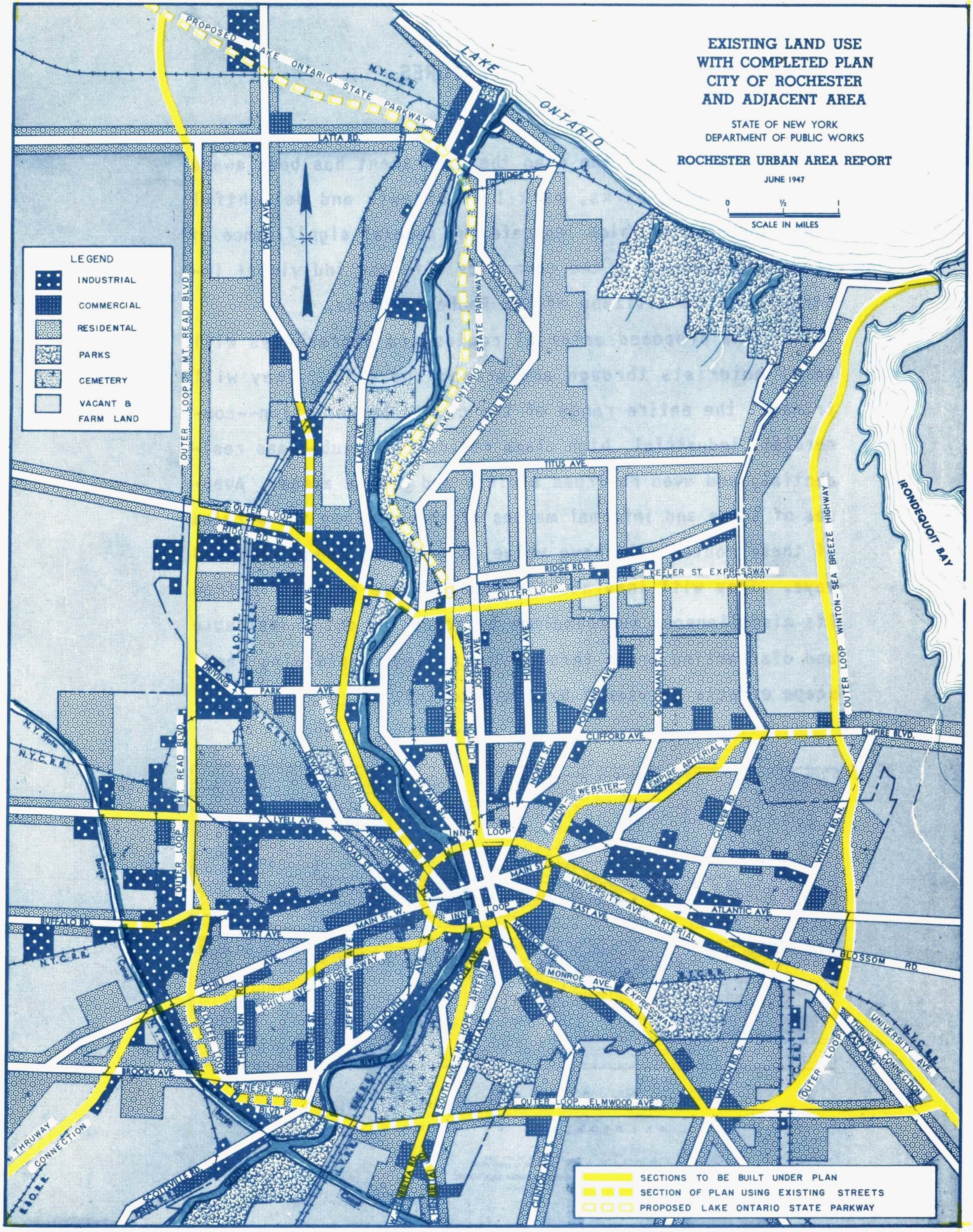
EXISTING LAND USE WITH PLAN COMPLETED

The plan as presented contemplates the development of those major thoroughfares which are essential to accommodate the present and estimated future traffic volumes between principal zones of origin and destination. Streets which serve local traffic within neighborhood districts rather than the broader traffic movements are deemed to be a local responsibility.

Plate No. 28 shows the relation between existing land use and the planned arterial system as it will appear when completed. It will be observed that the proposed routes have been selected so as to traverse within or conveniently close to the major industrial and commercial areas.

Major industrial plants are most frequently developed adjacent to primary highway, water and rail facilities. This is generally true in the Rochester area and it is reasonable to assume that further major establishments will follow that pattern. Commercial development seeks a location that is readily accessible from all points within its trading area. It further requires convenient and speedy travel to and from its center and adequate terminal facilities within its boundary.

The plan which is here presented considers the basic elements of such desirable land use by proposing a balanced system of modern thoroughfares to serve the present and future need of the community's residential, commercial, industrial and cultural interests.



EXISTING LAND USE
WITH COMPLETED PLAN
CITY OF ROCHESTER
AND ADJACENT AREA

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

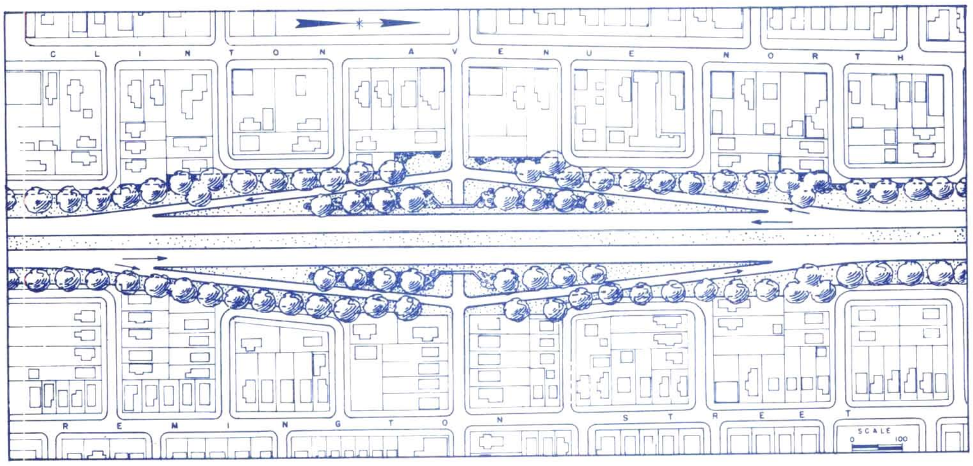
JUNE 1947

PLATE NO. 28

LANDSCAPE FEATURES

In preparing the plan the Department has been aware of the existing parks, park like streets and delightful homes and gardens which indicate the special significance of trees and flowers in the community life and individual interests of the citizens of the Rochester Area.

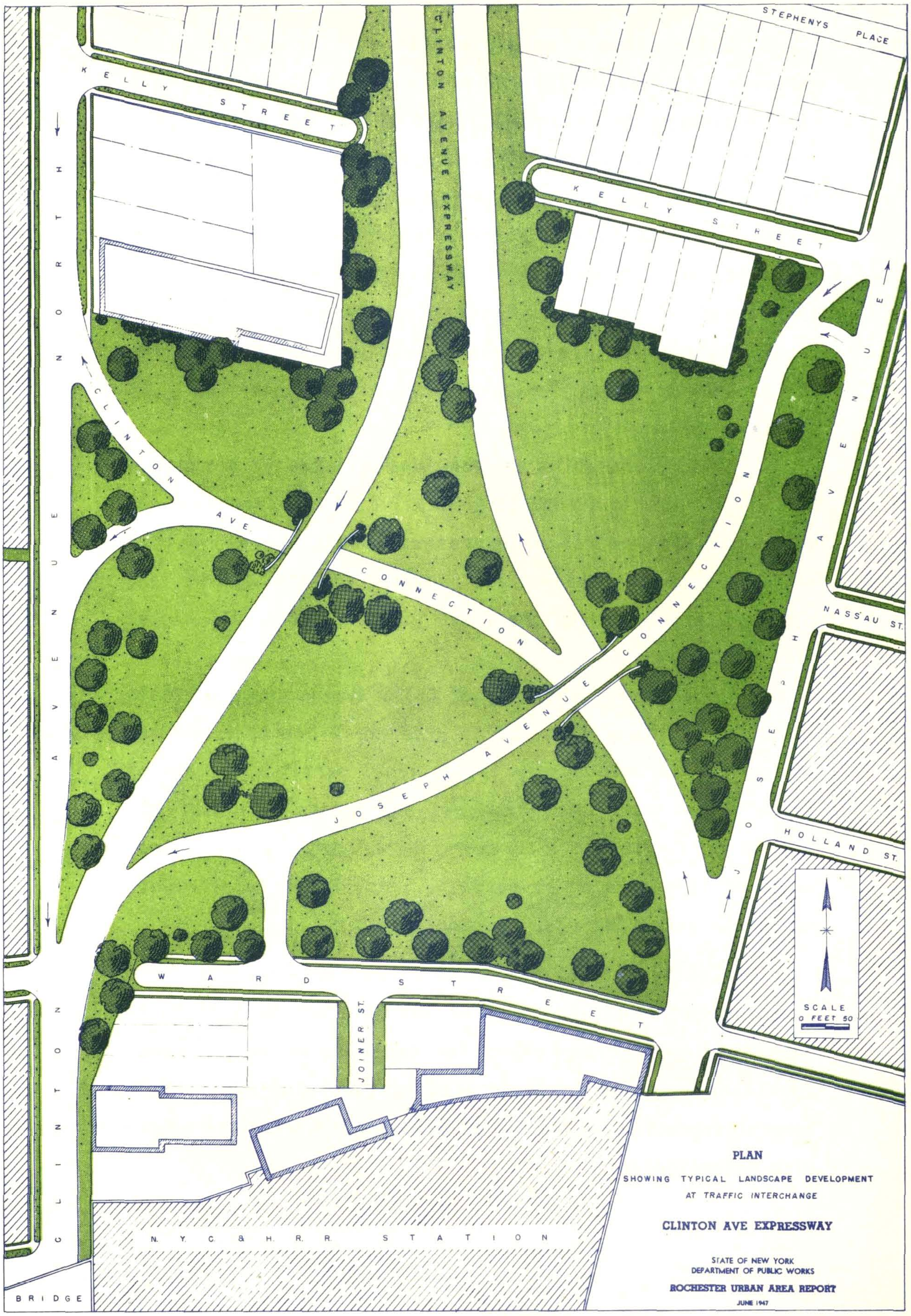
The proposed arterial routes and expressways will carry motorists through and around the city. They will transect the entire range of the city's organization--commercial, industrial, high class residential, sub-class residential, and even railroad sidings and refuse areas. Avenues of trees and informal masses of shrubs along the margins of these routes will have value in unifying these traveled ways. They will insulate the special type of traffic from its miscellaneous surroundings by screening out undesirable and distracting areas through the medium of pleasing landscape effects as viewed by the motorist.



TYPICAL LANDSCAPE DEVELOPMENT

CLINTON AVE EXPRESSWAY

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947



PLAN

SHOWING TYPICAL LANDSCAPE DEVELOPMENT
AT TRAFFIC INTERCHANGE

CLINTON AVE EXPRESSWAY

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947

PLATE NO. 29

Rather than create a wholly utilitarian strip of pavement in a gash cut through the city's structure it is held desirable to provide a right of way taking of ample width to allow for grass covered malls between the opposing traffic lanes and for tree and shrub plantings in well designed arrangements of ample proportions. The character of formality or informality of the planting arrangements and the selection of the particular plants will depend upon their appropriateness to the situation. Such treatment should induce an improved character of land use and land values on adjacent areas.

The illustration at the foot of page 82 showing a portion of Clinton Avenue is indicative of the landscape development planned for an expressway route wherein fairly continuous rows of shade trees parallel the traveled way and screening shrubs follow the fence lines and cover the slopes near the bridges.

The plan for a section of Chili Avenue shown on Plate No. 30 is representative of an area where the high new location and the irregular property lines permit plantings of shade trees, and flowering trees and shrubs with informal turf areas to produce a parkway-like effect. Some developments of this nature may serve as neighborhood playgrounds and small parks for passive recreation.

Large traffic intersection areas, such as those illustrated for north and south of the New York Central Railroad Station, include plans for creating border screens, providing settings for good architectural features and in general producing open areas of pleasing qualities in otherwise congested areas.

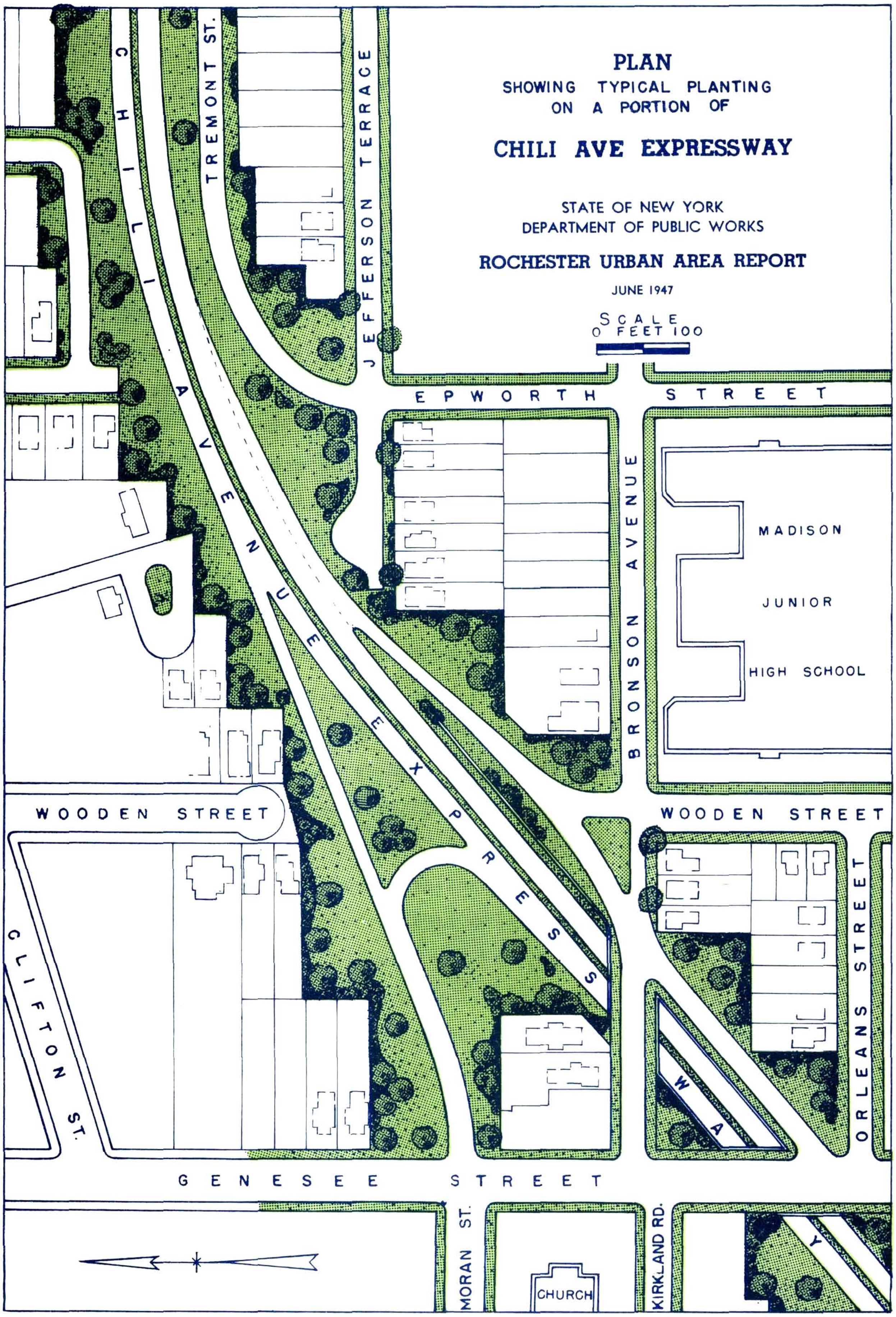

PLAN
SHOWING TYPICAL PLANTING
ON A PORTION OF
CHILI AVE EXPRESSWAY
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
SCALE
0 FEET 100
CHILI AVENUE EXPRESS
TREMONT ST.
JEFFERSON TERRACE
EPWORTH STREET
BRONSON AVENUE
MADISON JUNIOR HIGH SCHOOL
WOODEN STREET
WOODEN STREET
CLIFTON ST.
ORLEANS STREET
WAY
GENESEE STREET
MORAN ST.
CHURCH
KIRKLAND RD.

PLATE NO. 30

ASSESSED LAND VALUES
WITH PLAN COMPLETED

The planning of an arterial route system within a densely populated urban area presents a complexity of problems. While it is of prime importance to select route locations which will be of the greatest value to the economic and cultural life of the city, due consideration must be given to the financial implications which are attendant to extensive land requisition for right of way purposes.

Reference to Plate No. 31, which shows the 1947 assessed land values in relation to the proposed Plan, discloses the compactness of the areas of higher value within the center two mile square of the city. The traversing of this area by the Inner Loop and a substantial portion of each of the seven radial routes as shown on the accompanying plates, obviously must be accompanied by a substantial expenditure for new right of way. As an example, the estimate of land cost for the 2.1 miles of the inner loop represents over one third of the total estimate of cost of all right of way for the 28.8 miles of proposed arterial routes. However, preservation of the stability of the high value central business area warrants substantial expenditures.

The portions of the radial routes outside of the central two mile square, and the Outer Loop are generally within areas of lesser value. Here the problem is to exercise zoning control over the necessary right of way before substantial improvements are extended within the designated highway areas.

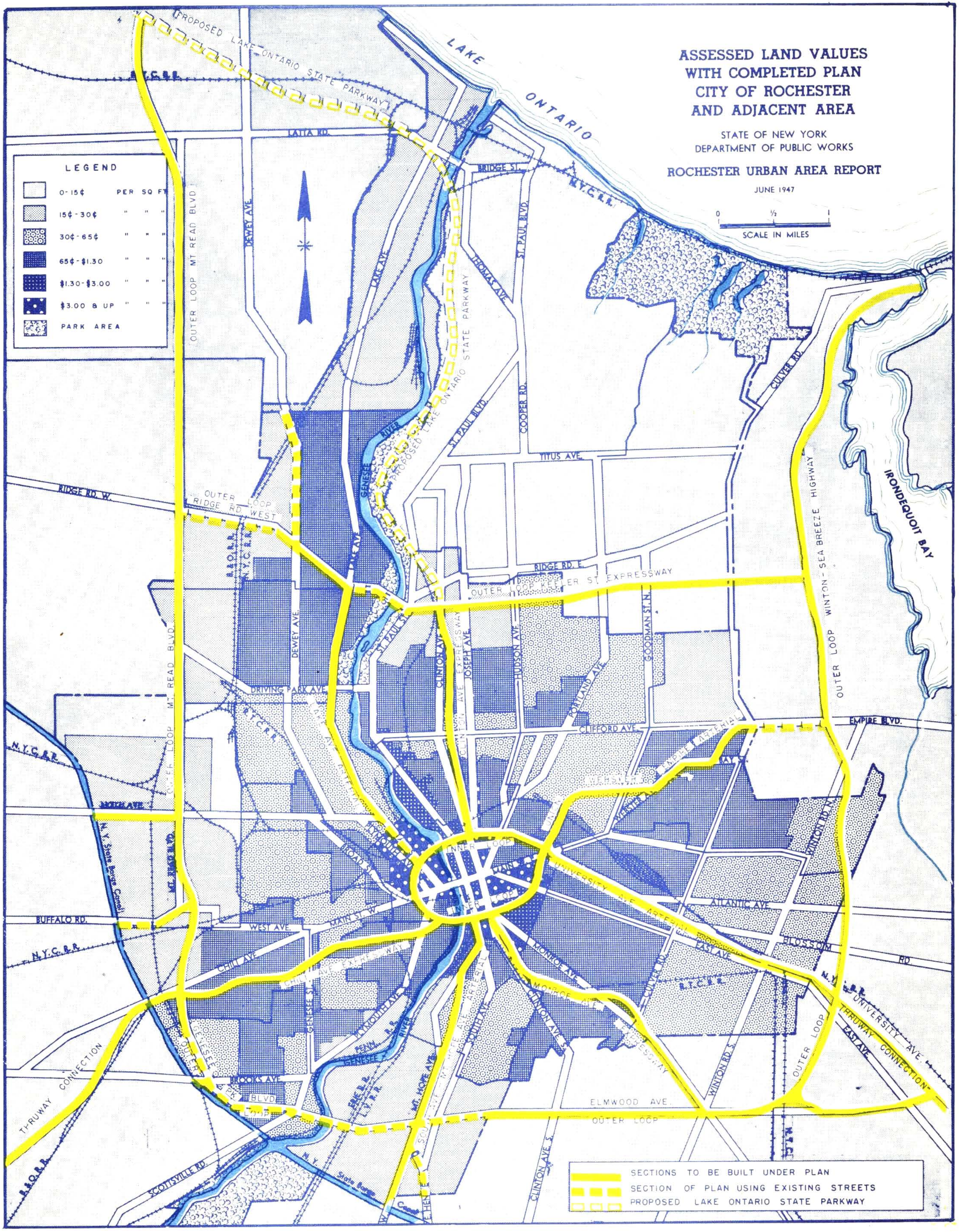

ASSESSED LAND VALUES
WITH COMPLETED PLAN
CITY OF ROCHESTER
AND ADJACENT AREA
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
0
½
1
SCALE IN MILES
LEGEND
0-15¢ PER SQ FT
15¢-30¢ " " "
30¢-65¢ " " "
65¢-$1.30 " " "
$1.30-$3.00 " " "
$3.00 & UP " " "
PARK AREA
SECTIONS TO BE BUILT UNDER PLAN
SECTION OF PLAN USING EXISTING STREETS
PROPOSED LAKE ONTARIO STATE PARKWAY
LAKE ONTARIO
IRONDEQUOIT BAY
GENESEE RIVER
PROPOSED LAKE ONTARIO STATE PARKWAY
LATTA RD.
BRIDGE ST.
DEWEY AVE.
LAKE AVE.
ST. PAUL BLVD.
THOMAS AVE.
COOPER RD.
CULVER RD.
TITUS AVE.
RIDGE RD. W.
OUTER LOOP RIDGE RD. WEST
RIDGE RD. E.
OUTER LOOP KEELER ST. EXPRESSWAY
OUTER LOOP MT. READ BLVD.
OUTER LOOP WINTON-SEA BREEZE HIGHWAY
DRIVING PARK AVE.
CLINTON AVE.
JOSEPH AVE.
HUDSON AVE.
PORTLAND AVE.
GOODMAN ST. N.
CLIFFORD AVE.
EMPIRE BLVD.
INNER LOOP
UNIVERSITY AVE.
ATLANTIC AVE.
EAST AVE.
BLOSSOM RD.
WINTON RD. N.
BUFFALO RD.
WEST AVE.
MAIN ST. W.
CHILI AVE.
CHILI AVE. EXPRESSWAY
PLYMOUTH AVE.
MONROE AVE.
CLINTON AVE. S.
WINTON RD. S.
ELMWOOD AVE.
OUTER LOOP
BROOKS AVE.
GENESEE PK. BLVD.
MT. HOPE AVE.
SCOTTSVILLE RD.
THRUWAY CONNECTION
N.Y. State Barge Canal
N.Y.C.R.R.
B.&O.R.R.
UNIVERSITY AVE. THRUWAY CONNECTION

PLATE NO. 31

1960 PEAK HOUR VOLUME
PLAN COMPLETED

The peak hour traffic volumes that will remain on other principal streets after completion of the arterial route plan are shown in solid blue on Plate No. 32. Volumes on the proposed arterials are indicated by yellow bands. The capacities of these arterials are generally in excess of the anticipated volume demands by 1960. The Clinton Avenue Expressway, 1960 Volume, is estimated at 65 percent of designed capacity, Union-Webster-Empire Arterial and University Avenue at 88 percent, Chili Avenue Expressway, Monroe Avenue Expressway and South Avenue-Mt. Hope Avenue Arterial 75 percent and Lake Ave. 100 percent. The Inner and Outer loops are expected to operate near capacity in most sections.

The dashed blue line shows the approximate location of a future parkway development to Lake Ontario. The red indication on previous Plate No. 21 showed the extent to which the estimated 1960 volumes exceeded existing lane capacity. Plate No. 32 illustrates how those anticipated deficiencies have been met with the exception of slight overloads that may remain on portions of Lyell, East and Clifford Avenues, which can be relieved by local measures or by greater use of the arterial routes than has been assumed.

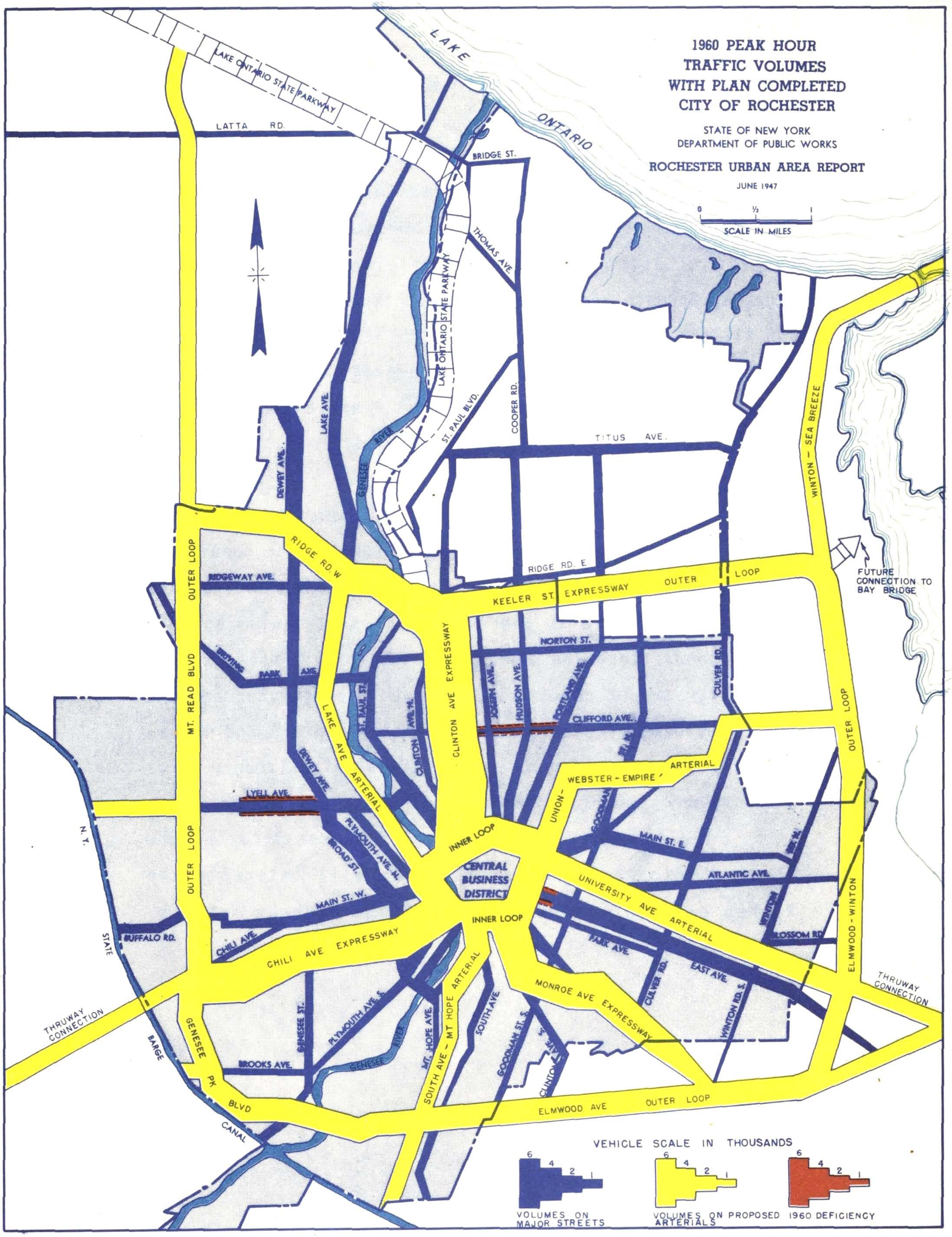

1960 PEAK HOUR
TRAFFIC VOLUMES
WITH PLAN COMPLETED
CITY OF ROCHESTER
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
0
½
1
SCALE IN MILES
LAKE ONTARIO
LAKE ONTARIO STATE PARKWAY
LATTA RD.
BRIDGE ST.
THOMAS AVE.
LAKE AVE.
GENESEE RIVER
ST. PAUL BLVD.
COOPER RD.
TITUS AVE.
DEWEY AVE.
WINTON - SEA BREEZE
FUTURE CONNECTION TO BAY BRIDGE
RIDGE RD. W
RIDGE RD. E
RIDGEWAY AVE.
OUTER LOOP
KEELER ST. EXPRESSWAY
MT. READ BLVD
NORTON ST.
IRVING PARK AVE.
LAKE AVE ARTERIAL
ST. PAUL ST.
AVE. H
CLINTON
CLINTON AVE EXPRESSWAY
JOSEPH AVE.
HUDSON AVE.
PORTLAND AVE.
CLIFFORD AVE.
CULVER RD.
WEBSTER - EMPIRE ARTERIAL
UNION
LYELL AVE.
DEWEY AVE.
PLYMOUTH AVE. N.
BROAD ST.
INNER LOOP
CENTRAL BUSINESS DISTRICT
GOODMAN
MAIN ST. E.
ATLANTIC AVE.
UNIVERSITY AVE ARTERIAL
MAIN ST. W.
N. Y. STATE BARGE CANAL
BUFFALO RD.
CHILI AVE.
CHILI AVE EXPRESSWAY
PARK AVE.
EAST AVE.
WINTON
BLOSSOM RD.
ELMWOOD - WINTON
THRUWAY CONNECTION
GENESEE ST.
PLYMOUTH AVE. S.
MT. HOPE AVE.
SOUTH AVE - MT. HOPE ARTERIAL
SOUTH AVE.
GOODMAN ST. S.
MONROE AVE EXPRESSWAY
CULVER RD.
WINTON RD. S.
CLINTON
BROOKS AVE.
GENESEE PK BLVD
ELMWOOD AVE OUTER LOOP
VEHICLE SCALE IN THOUSANDS
6
4
2
1
VOLUMES ON MAJOR STREETS
VOLUMES ON PROPOSED ARTERIALS
1960 DEFICIENCY

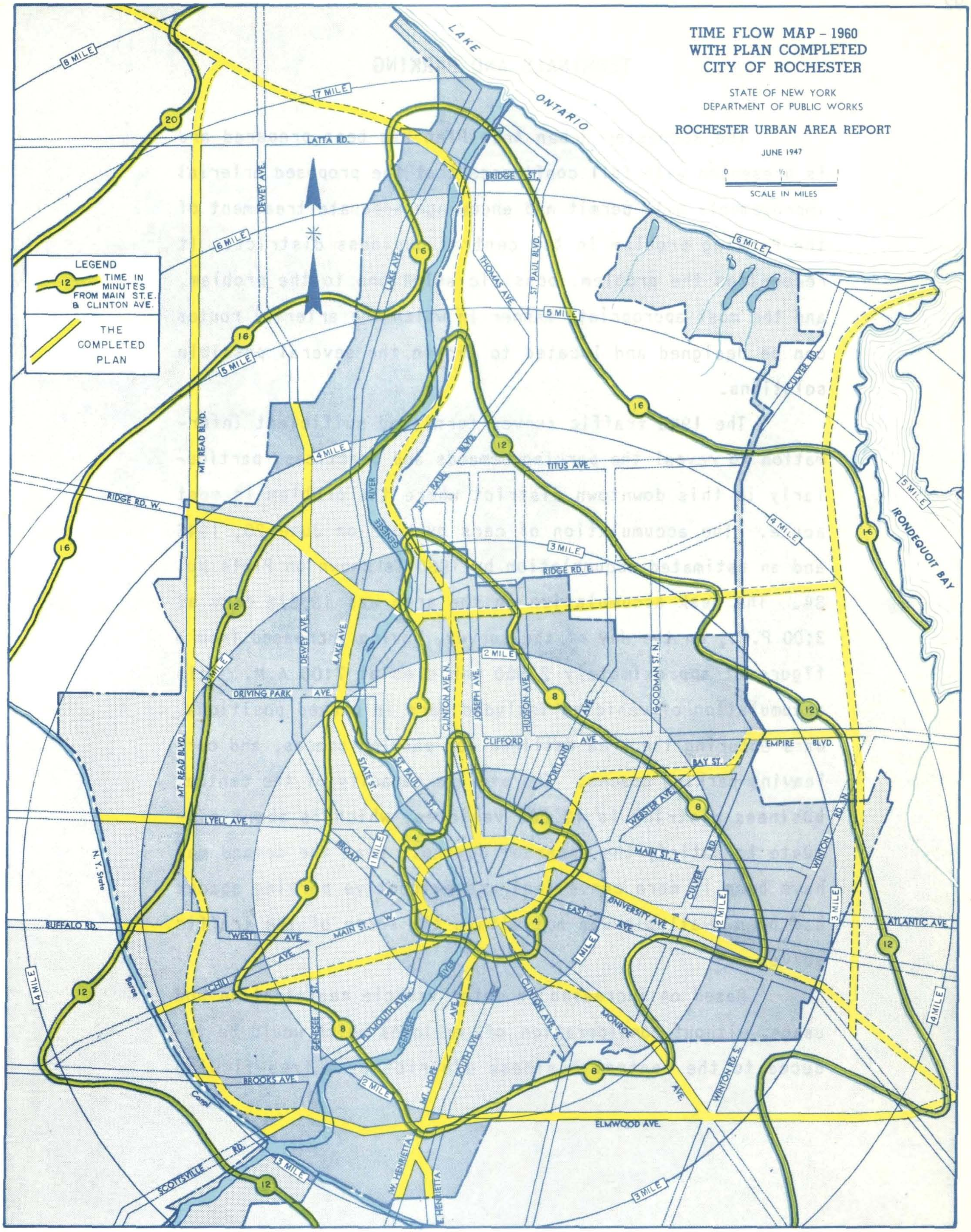
PLATE NO. 32

1960 TIME FLOW WITH PLAN COMPLETED

The construction of selected major thoroughfares which will provide rapid communication within and between the various important areas of a community will also have a beneficial effect upon the interlying networks of city streets. Through traffic and much of the local traffic which now filters through a maze of more or less unrelated streets will be siphoned off to the more expeditious routes. The net result will be a more efficient traffic distribution, better operating speeds under all conditions and greater highway safety.

The accompanying Plate No. 33 shows the estimated travel time along major routes under 1960 traffic conditions with the plan complete. The conservative figures indicate it will be possible to operate vehicles at sustained safe legal speeds along the new routes. This will present more attractive travel conditions for both the commuter and the local resident. Established commercial centers and industrial areas will be rendered more accessible, largely forestalling any growing tendency toward decentralization.

The development of high speed routes from the new Thruway into the heart of the city will integrate the Rochester area with the entire State highway Network.



TIME FLOW MAP - 1960
WITH PLAN COMPLETED
CITY OF ROCHESTER
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
0
½
1
SCALE IN MILES
LEGEND
12
TIME IN MINUTES FROM MAIN ST. E. & CLINTON AVE.
THE COMPLETED PLAN
LAKE ONTARIO
IRONDEQUOIT BAY
GENESEE RIVER
8 MILE
7 MILE
6 MILE
5 MILE
4 MILE
3 MILE
2 MILE
1 MILE
20
16
12
8
4
LATTA RD.
BRIDGE ST.
DEWEY AVE.
LAKE AVE.
THOMAS AVE.
ST. PAUL BLVD.
CULVER RD.
MT. READ BLVD.
TITUS AVE.
RIDGE RD. W.
RIDGE RD. E.
DRIVING PARK AVE.
CLINTON AVE. N.
JOSEPH AVE.
HUDSON AVE.
GOODMAN ST. N.
CLIFFORD AVE.
PORTLAND AVE.
EMPIRE BLVD.
BAY ST.
WEBSTER AVE.
STATE ST.
ST. PAUL ST.
LYELL AVE.
BROAD ST.
MAIN ST. E.
EAST AVE.
UNIVERSITY AVE.
WINTON RD. N.
ATLANTIC AVE.
BUFFALO RD.
WEST AVE.
MAIN ST. W.
CHILI AVE.
N.Y. State Barge Canal
GENESEE ST.
PLYMOUTH AVE. S.
SOUTH AVE.
CLINTON AVE. S.
MONROE AVE.
WINTON RD. S.
MT. HOPE AVE.
BROOKS AVE.
ELMWOOD AVE.
SCOTTSVILLE RD.
W. HENRIETTA
E. HENRIETTA

PLATE NO. 33

TERMINALS AND PARKING

The Rochester Urban Area Plan has been prepared and is presented with full confidence that the proposed arterial improvements will permit and encourage adequate treatment of the Parking problem in the central business district. It recognizes the problem, possible solutions to the problem, and the most appropriate manner in which the arterial routes can be designed and located to aid in the several possible solutions.

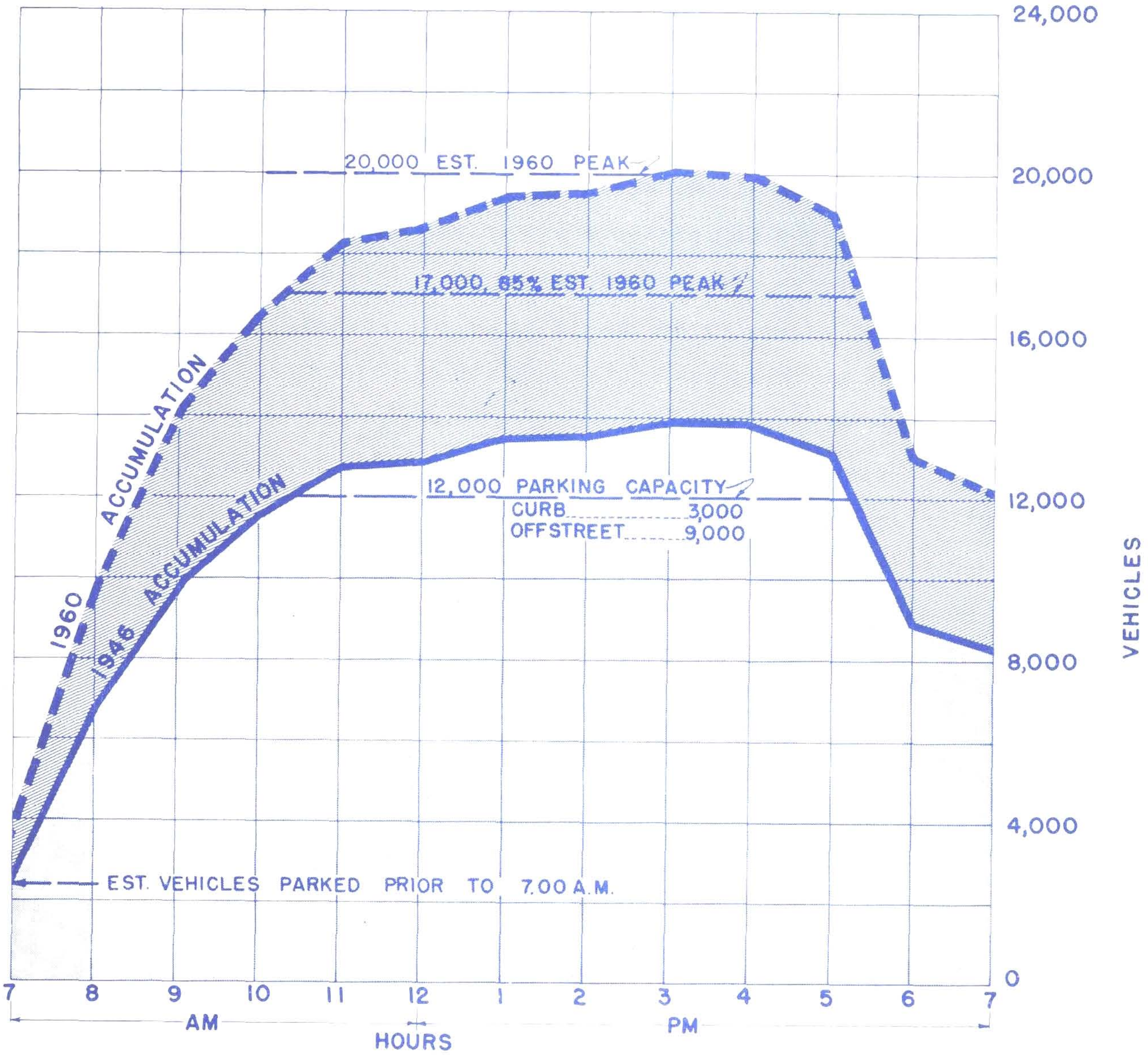
The 1946 traffic survey furnished sufficient information to reveal the parking demands and practices, particularly in this downtown district where the problem is most acute. The accumulation of cars by hour on June 20, 1946 and an estimated accumulation by 1960 is shown on Plate No. 34. The peak accumulation in the area was 13,878 cars at 3:00 P.M., on the day of the survey, having increased from a figure of approximately 2,500 vehicles at 7:00 A.M. This accumulation of vehicles included cars in parked positions, cars entering the area destined for parking spaces, and cars leaving parking spaces. The storage capacity of the central business district is 12,000 vehicles, which is about adequate to satisfy the apparent demand. What the demand may have been if more convenient and attractive parking spaces had been available was not within the scope of the traffic survey.

Based on increases in motor vehicle registration and usage, without consideration of vehicles which would be induced to the central business district by a free-flowing arterial route plan, it is estimated that by 1960 the peak accumulation will be over 20,000 vehicles with an attendant demand for over 17,000 parking spaces. Necessary traffic control measures are gradually decreasing the curb spaces and new building construction is consuming the present and potential off-street parking areas at an alarming rate. If planned parking does not keep pace with increasing demand the first noticeable result will be an increase in the number of vehicles cruising the streets of the central business district in search of parking areas. These vehicle movements are equivalent to several normal trips because they may pass over the same routes repeatedly while the driver searches for parking or waiting spaces. Under this condition traffic volumes in the central area will tend to increase faster than elsewhere in the city and urban area. However, the accumulative congestion and delay will soon shunt desirable shopping traffic to more convenient commercial areas. This trend toward decentralization is already evident to a varying degree in cities, and is frequently accompanied by depreciation of central area property values. It has been concluded by planning and traffic officials that insufficient parking facilities and traffic congestion are major factors in these undesirable trends.

The solution of the terminal and parking problems in the downtown section of the City of Rochester is the concern of everyone who is actively interested in the future well being of the city. Drastic steps may be necessary to preserve and develop this heart of the city so it can adequately meet the requirements of the Motor Age. Inspired civic leadership will be necessary to bring an effective planning and parking program to a successful conclusion. Curb parking requirements as related to duration and logical types of users should be determined. The use and expanding necessity for off-street parking facilities will need to be investigated. The loading and unloading problem should be studied as pertains to curb space, alleys and off-street loading bays. This should be recognized as one of the most pressing programs that can be undertaken in Rochester in this decade.

The proposed Inner Loop of the Rochester Urban Area Plan is carefully located so as to facilitate the solution of the central parking problem. It encompasses the present business area and provides space within the loop for liberal expansion of business establishments and parking facilities. Permanent planning for the several types of land use including parking terminals will be aided by having the central area fixed in this manner.

The arterial routes proposed in this plan will accommodate the increased traffic up to and around the central area to exit points convenient to desired destinations and to adequate terminal parking areas which should be located inside and adjacent to the loop. The necessity for continued local attack on the parking problem to determine the type and extent of required facilities is self-evident. Once these facilities are established within the loop they will combine with the planned radial and circumferential arterials to maintain and promote the importance of the central business district within the entire area.



VEHICLE ACCUMULATION
AND
PARKING CAPACITY
IN
CENTRAL BUSINESS DISTRICT

1946 — 1960

PLATE NO.34

MASS TRANSPORTATION
IN THE ROCHESTER URBAN AREA

One of the major factors in the interchange of people between the various areas of a city is its system of transit facilities. The City of Rochester is served by the Rochester Transit Corporation, which during 1946 carried a total of nearly 154,000,000 passengers over the well distributed network of routes shown on Plate No. 35. This system consists of one subway route and 18 major bus routes.

Nine of these bus routes operate on Main Street East at Clinton Avenue. This concentration of routes on one street causes a peak hour density of 171 buses in each direction and an off peak directional density of 89 buses. In order to accommodate these transit vehicles, it is necessary to devote one full lane in each direction to their operation.

The present system of transit operations should be studied in connection with the proposed arterial plan. It is to be assumed that the expected time savings gained through use of expressways and improved radial streets would permit study and possible revision of the established bus routes with resulting improvement in scheduled operations. The advantages of the location of the Inner Loop with respect to the central business district and the flexible operations that could be obtained over it should be of special interest.

The Rochester Transit Corporation also serves a portion of the suburban area adjacent to the city. In addition, four other companies, with connecting routes to all cities in the United States, operate within the Rochester Urban Area. The routes covered are shown on Plate No. 36.

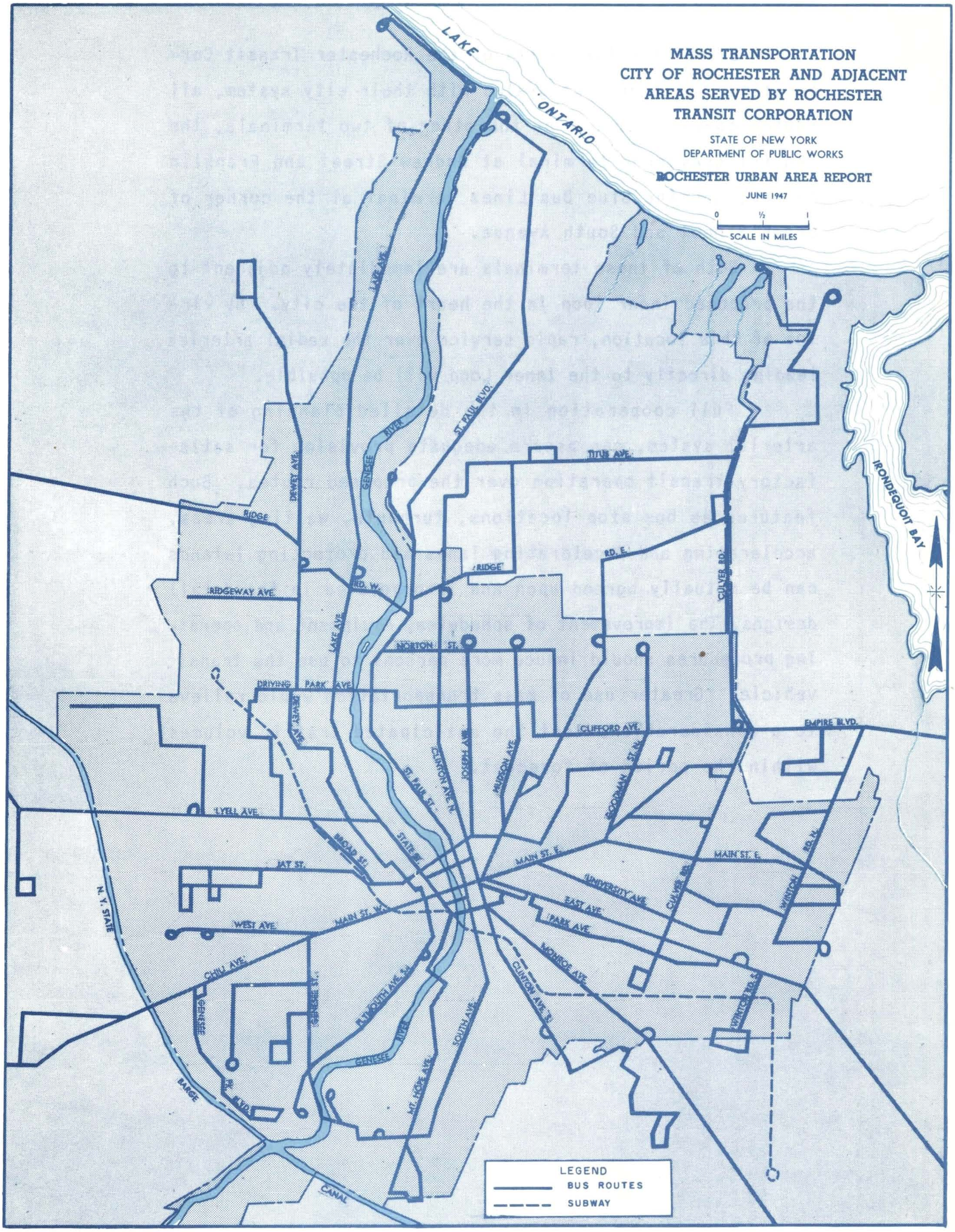
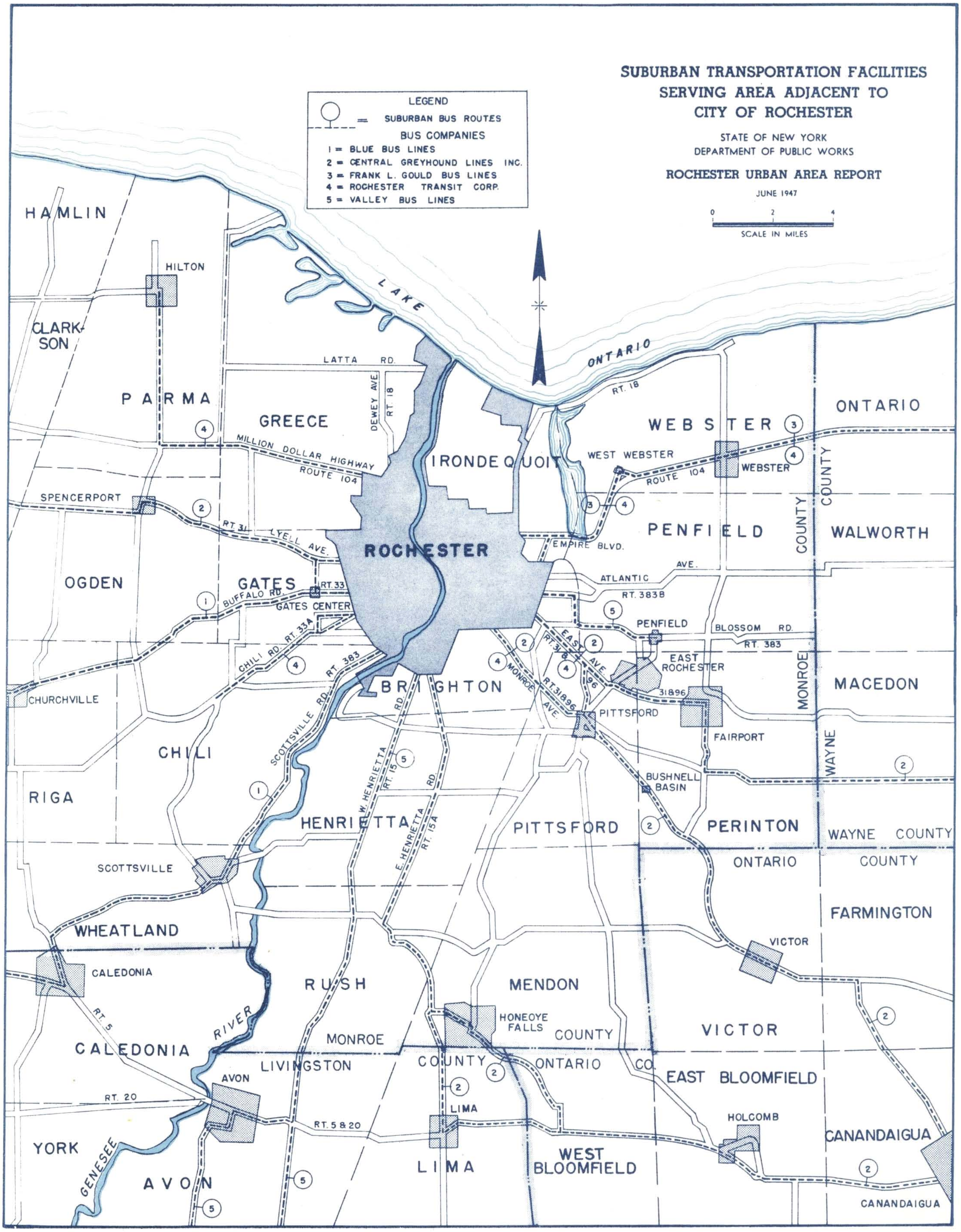

MASS TRANSPORTATION
CITY OF ROCHESTER AND ADJACENT
AREAS SERVED BY ROCHESTER
TRANSIT CORPORATION
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947
0
½
1
SCALE IN MILES
LAKE
ONTARIO
IRONDEQUOIT BAY
LAKE AVE.
ST. PAUL BLVD.
GENESEE RIVER
DEWEY AVE.
TITUS AVE.
RIDGE
RD. E.
RIDGE
RD. W.
CULVER RD.
RIDGEWAY AVE.
LAKE AVE.
NORTON ST.
DRIVING PARK AVE.
DEWEY AVE.
CLIFFORD AVE.
EMPIRE BLVD.
CLINTON AVE. N.
JOSEPH AVE.
HUDSON AVE.
ST. PAUL ST.
GOODMAN ST. N.
LYELL AVE.
BROAD ST.
STATE ST.
MAIN ST. E.
MAIN ST. E.
JAY ST.
UNIVERSITY AVE.
CULVER RD.
WINTON RD. N.
EAST AVE.
MAIN ST. W.
WEST AVE.
PARK AVE.
MONROE AVE.
CLINTON AVE. S.
N. Y. STATE
CHILI AVE.
GENESEE ST.
GENESEE ST.
PLYMOUTH AVE. S.
GENESEE RIVER
SOUTH AVE.
WINTON RD. S.
GENESEE
MT. HOPE AVE.
BARGE
EL. BLVD.
CANAL
LEGEND
BUS ROUTES
SUBWAY

PLATE NO. 35

Except for the routes of the Rochester Transit Corporation, which are integrated with their city system, all routes converge on one or the other of two terminals, the Central Greyhound terminal at Andrew Street and Franklin Square, and the Blue Bus Lines terminal at the corner of Broad Street and South Avenue.

Both of these terminals are immediately adjacent to the proposed inner loop in the heart of the city. By virtue of this location, rapid service over the radial arteries leading directly to the Inner Loop will be possible.

Full cooperation in the detailed planning of the arterial system, can assure adequate provision for satisfactory transit operation over the proposed routes. Such features as bus stop locations, turnouts, waiting areas, accelerating and decelerating lanes and protecting islands can be mutually agreed upon and incorporated in the detail designs. The improvement of schedules, equipment and operating procedures should induce more persons to use the transit vehicle. Greater use of mass transportation would relieve to a considerable extent the anticipated traffic volumes within the period of forecast.



SUBURBAN TRANSPORTATION FACILITIES
SERVING AREA ADJACENT TO
CITY OF ROCHESTER

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

PLATE NO. 36

ESTIMATED COST ANALYSIS

ESTIMATED COST ANALYSIS

The arterial route modernization program herein presented, covering the reconstruction and new construction of 28.80 miles in length, and through areas where realty values are high, is estimated to cost about $34,000,000. of which the City's share of one-half the cost of right of way is about $9,370,000. These estimates are based upon the 1940 level of construction costs and upon a right of way cost equal to the 1946 assessed valuation of the property equalized to 100 per cent and then that amount increased by an additional 15 per cent. With the knowledge that costs fluctuate by reason of economic changes and in appreciation of the fact that the accomplishment of this program will require a considerable period of time, there is included in this Report a suggested order of construction which dependent upon the availability of funds for capital improvements may result in a 15 year period for completion of the plan.

The order of construction was designed to obtain maximum benefits thereof at the earliest possible date, in practical conformity with a long-term fiscal program. The construction of the first seven projects would provide essential parts of the system which in combination with certain city streets would make the plan workable and available. This would permit an early realization of a portion of the plan for traffic distribution along a proper pattern from which many benefits would be derived, even though the system would not function to its full capacity until the completion of the Program.

The cost estimate sheets presented on pages 104 to 111 inclusive give detailed cost data on the individual projects within the city and without the city but still included in the urban area. In addition to the $34,000,000. estimated expenditure for projects within the city, it is calculated that the essential construction of related highways outside of the city will cost another $6,500,000.

ARTERIAL ROUTES INSIDE CITY

LISTED IN ACCORDANCE WITH SUGGESTED CONSTRUCTION PREFERENCE

ROUTE	DESCRIPTION	MILES
LAKE AVENUE	LYELL AVENUE to RIDGE ROAD New 44' pavement, special section to preserve trees,concrete foundation, asphalt surface, 8' paved parking lanes behind combination gutter and mountable curb.	2.26
OUTER LOOP (MT.READ BOULEVARD)	MAPLE STREET to RIDGE ROAD Maple to Lyell - 66' pavement, R.O.W. widened 80' to 92' Lyell to Ridge - ultimate section, twin 25' pavement, 30' center mall,and service roads in 200' R.O.W. Estimate covers first stage 1-25' lane with seperation at railroads and Ridgeway Avenue.	3.52
INNER LOOP	SOUTH AVENUE to BROAD STREET - 92' pavement,120' R.O.W structure over Rochester Transit Subway and Genesee River.	0.43
INNER LOOP	PLYMOUTH AVENUE to STATE STREET 92' pavement in 120' R.O.W. on new location.	0.13
OUTER LOOP (LINCOLN AVENUE)	INGLEWOOD DRIVE to MAPLE STREET (BUFFALO ROAD CONNECTION) 66' pavement,100' R.O.W. new location,seperation structure at Buffalo Road, New York Central, B & O West Avenue and Chili Avenue Expressway.	1.18
INNER LOOP	NORTH STREET to UNION STREET to CHARLOTTE STREET From North Street to Gibbs Street, 92' pavement,120' R.O.W. Gibbs Street to Scio Street, 76' pavement depressed under Scio Street thence 4 lanes of traffic are carried over interchange and connects with University Avenue,Union Street,between Weld Street and Charlotte Street,will be depressed to pass under interchange, Two-lane ramps, in each direction,will provide connections between inner Loop, Union Street, Main Street East and University Avenue.	0.58
INNER LOOP	UNION STREET at GARDINER PARK to SOUTH CLINTON - 92' pavement in 120' R.O.W. new location Union Street to Clinton Avenue, Service roads where required.	0.35
UNION-WEBSTER-EMPIRE	INNER LOOP to CITY LINE - Main Street to Bay -90' pavement, 120' R.O.W. via Union Street, Central Park, new location and Webster Avenue, Bay to Empire 66' pavement, 100 R.O.W. via Bay Street,new location, Martinot, Clifford.	2.45
MONROE AVENUE EXPRESSWAY	INNER LOOP to FIELD STREET - Twin 25' pavement depressed, generally parallel to existing subway, all grade crossing eliminated, Ramps to Inner Loop, Clinton Avenue South and South Avenue included.	1.60

ESTIMATED COST

CONSTRUCTION	RIGHT-OF-WAY	TOTAL	STATE SHARE	CITY SHARE
600,000	0	600,000	600,000	0
430,000	148,100	578,100	504,050	74,050
812,500	733,100	1,545,600	1,179,050	366,550
45,500	249,800	295,300	170,400	124,900
724,000	637,300	1,361,300	1,042,650	318,650
966,300	1,515,500	2,481,800	1,724,050	757,750
159,000	627,400	786,400	472,700	313,700
1,023,000	978,300	2,001,300	1,512,150	489,150
1,268,600	1,611,110	2,879,700	2,074,150	805,550

ARTERIAL ROUTES INSIDE CITY

LISTED IN ACCORDANCE WITH SUGGESTED CONSTRUCTION PREFERENCE

ROUTE	DESCRIPTION	MILES
CHILI AVENUE EXPRESSWAY	INNER LOOP to GENESEE STREET - Twin 25' pavement, 196' to 172' R.O.W. over new location, elevated or depressed inner loop-Genesee Street-grade seperation at Clarissa Street, Pennsylvania Railroad, Jefferson Avenue, Bronson Avenue and Genesee Street, Ramp connections at Genesee Street.	1.23
INNER LOOP (CUMBERLAND STREET)	STATE STREET to NORTH STREET 92' pavement State Street to Genesee River, widen river bridge 4 lanes depressed from Genesee River to Ormond Street and twin 32' pavement on surface, Grade seperation at St. Paul, Clinton Avenue North and Joseph Avenue extension.	0.70
UNIVERSITY AVENUE	INNER LOOP to CITY LINE Twin 44' pavement with 4' raised mall, 120' R.O.W elimination over New York Central Railroad (Auburn Branch)	2.54
CLINTON AVENUE EXPRESSWAY and OUTER LOOP (KEELER STREET EXPRESSWAY)	NEW YORK CENTRAL RAILROAD to OUTER LOOP GENESEE RIVER to JOSEPH AVENUE - Twin 36' pavement with 30' mall, Grade separation with access at Buchan Park, Clifford Avenue, Avenue D and Norton Street. Construction also includes Keeler Street Expressway, with twin 25' pavements and 6' mall, grade seperations at St. Paul Street, Hollenbeck Street, New York Central Railroad and Clinton Ave. N.	2.49
INNER LOOP (UNION STREET)	CHARLOTTE STREET to GARDNER PARK Construct 92' pavement at grade with service road to provide limited access, Widen existing R.O.W. to 200' on the west side.	0.31
INNER LOOP (PLYMOUTH)	BROAD STREET to ALLEN STREET - Construct 92' pavement at grade, widen existing R.O.W. to 120' on west side.	0.26
MONROE AVENUE EXPRESSWAY	FIELD STREET to CITY LINE Twin 25' pavement 186' R.O.W., ramp connections at Monroe Avenue, channelized intersetion at Culver Road.	0.86
OUTER LOOP (RIDGE ROAD)	MAYFLOWER STREET to LAKE AVENUE Pavement widened to 76' no R.O.W. necessary.	0.74
OUTER LOOP (KEELER ST. EXPRESSWAY	JOSEPH AVENUE to EAST CITY LINE Twin 25' pavement with 30' center mall and service roads where necessary, R.O.W. 200' wide on new location, grade separations at Hudson Avenue and Carter Street.	1.00

ESTIMATED COST

CONSTRUCTION	RIGHT-OF-WAY	TOTAL	STATE SHARE	CITY SHARE
1,147,000	2,367,800	3,514,800	2,330,900	1,183,900
1,109,700	2,438,000	3,547,700	2,328,700	1,219,000
946,000	948,100	1,894,100	1,420,050	474,050
1,984,000	2,900,800	4,884,800	3,434,400	1,450,400
158,500	722,800	881,300	519,900	361,400
91,000	368,400	459,400	275,200	184,200
160,700	526,500	687,200	423,950	263,250
140,000	0	140,000	140,000	0
437,000	30,100	467,100	452,050	15,050

ARTERIAL ROUTES INSIDE CITY

LISTED IN ACCORDANCE WITH SUGGESTED CONSTRUCTION PREFERENCE

ROUTE	DESCRIPTION	MILES
SOUTH AVENUE - MT. HOPE AVENUE	INNER LOOP to CITY LINE South Avenue 90' pavement, 120' R.O.W. Mt. Hope Avenue to Linden Street, twin 32' pavement, 28' minimum center mall, 120' R.O.W. Linden to Reservoir Avenue over new location 66' pavement, 100' R.O.W. Mt. Hope Avenue to City Line 66' pavement, 92' R.O.W.	2.92
CHILI AVENUE EXPRESSWAY	GENESEE STREET to CITY LINE - Twin 25' pavement, 106' to 172' R.O.W. Depressed section with grade separation structures at Woodbine Ave., Thurston Road, Outer Loop and Genesee Park Boulevard. Access provided at Rugby Avenue and Turner Street. This expressway will bring traffic from the southwest Thruway connection into the heart of Rochester.	1.56
OUTER LOOP (WINTON-SEA BREEZE & ELMWOOD - WINTON)	CITY LINE at COLEBOURNE RD. to CITY LINE at ATLANTIC AVENUE - Twin 25' pavement, 200' R.O.W., connecting two sections of the Elmwood - Winton Highway at the City Line	0.65
LYELL AVENUE	MT. READ to CITY LINE - Construct 66' pavement, widen R.O.W. to 92'.	0.84
BROOKS AVENUE	GENESEE PARK BOULEVARD to CITY LINE - Construct 40' pavement, no R.O.W. necessary.	0.20
OUTER LOOP (MT. READ BOULEVARD)	MAPLE STREET to RIDGE ROAD (2nd stage) - Complete second stage of construction, a second 25' lane and service roads separated by 20' malls.	
	TOTALS -	28.80

Land cost - 1947 - Assessed valuation brought to equalization plus 15%.

Sections of Scottsville Road, Dewey Avenue, Genesee Park Boulevard, Elmwood Avenue, Ridge Road West and State Street are included in the system but not to be improved under this plan.

ESTIMATED COST

CONSTRUCTION	RIGHT-OF-WAY	TOTAL	STATE SHARE	CITY SHARE
886,300	796,800	1,683,100	1,284,700	398,400
1,444,400	1,076,600	2,521,000	1,982,700	538,300
173,000	48,000	221,000	197,000	24,000
114,000	17,400	131,400	122,700	8,700
30,000	0	30,000	30,000	0
567,300	0	567,300	567,300	0
15,417,800	18,741,900	34,159,700	24,788,750	9,370,950

Construction cost based on 1940 prices.

ARTERIAL ROUTES OUTSIDE CITY

LISTED IN ACCORDANCE WITH SUGGESTED CONSTRUCTION PREFERENCE

ROUTE	DESCRIPTION
OUTER LOOP (WINTON ROAD-SEA BREEZE)	EMPIRE BOULEVARD to SEA BREEZE - Empire to Titus Ave.-Twin 25' pavement, 30' mall and service roads separated by 20' malls on new location, 200' R.O.W. Grade separations at Empire Blvd. and Keeler Street Expressway. Titus Ave. to Durand Boulevard - 66' pavement, 100' R.O.W. Durand Boulevard to Sea Breeze - 50' pavement variable width R.O.W.
OUTER LOOP (WINTON ROAD-SEA BREEZE and ELMWOOD-WINTON)	EMPIRE BOULEVARD to CITY LINE at COLEBOURNE RD. and CITY LINE at ATLANTIC to EAST AVENUE - Twin 25' pavement, 30' mall, service roads separated by 20' malls on new location, 200' R.O.W. Grade separations at Winton Road, Blossom Road, New York Central Railroad and Thruway Connection.
OUTER LOOP (ELMWOOD AVENUE and ELMWOOD - WINTON)	MONROE AVENUE to EAST AVENUE - Widen Elmwood Avenue to 92' R.O.W., construct 66' pavement on new location north to East Avenue. R.O.W. 100' to 160' wide, pavement 50' and 66' Grade separations at Subway, and New York Central Railroad (Auburn Branch).
OUTER LOOP (KEELER STREET EXPRESSWAY)	EAST CITY LINE to WINTON - SEA BREEZE - Twin 25' pavement, 30' mall and service roads separated by 20' malls on new location, 200' R.O.W. Grade separations at Portland Ave., N. Goodman St., Culver Rd. and Winton - Sea Breeze (Outer Loop).
OUTER LOOP (MT. READ BOULEVARD)	RIDGE ROAD WEST to LAKE ONTARIO STATE PARKWAY - Ridge to Latta Rd. - Twin 25' pavement, 30' mall and service roads separated by 20' malls, 200' R.O.W. Latta Rd. to Lake Ontario State Parkway - Twin 25' pavement, 30' mall, 200' R.O.W. on new location. Grade separation over New York Central Railroad (R.W.& O. Branch).
MONROE AVENUE	CITY LINE to ELMWOOD AVENUE - Construct 66' pavement, widen existing R.O.W. on both sides to 92'.
OUTER LOOP (ELMWOOD AVENUE)	SOUTH GOODMAN ST. to MONROE AVENUE - Widen existing Elmwood Avenue on south side to 134'. Utilize existing 40' pavement, build 32' pavement separated by 30' mall, taper to 66' pavement near Buckland Avenue.
ELMWOOD AVENUE	CLOVER STREET to UNIVERSITY AVENUE (THRUWAY CONNECTION) - Construct 50' pavement, widen existing R.O.W. to 100' minimum. Grade separation at Thruway Connection.

TOTALS -

Land Cost - 1947 - Assessed valuation brought to equalization plus 15%

University Avenue Thruway Connection to be built with other funds.

ESTIMATED COST

MILES	CONSTRUCTION	RIGHT-OF-WAY	TOTAL
4.65	1,357,400	225,000	1,582,700
1.85	835,000	80,700	915,700
1.64	614,000	219,300	833,300
2.44	941,000	42,100	983,100
4.56	1,256,000	44,800	1,300,800
0.77	108,000	68,500	176,500
2.00	289,000	45,000	334,000
1.12	235,000	82,700	317,700
19.03	5,635,300	808,500	6,443,800

Construction cost based on 1940 prices.

DETAILS OF THE PLAN

DETAILS OF THE PLAN

The details of the proposed arterial route plan for the Rochester Urban Area are shown on following Plates No. 37 through No. 53.

The rights of way for the improvements are shown on the strip maps in green and the proposed pavements are in yellow. Primary construction necessary for the proper functioning of the plan is shown by solid lines, with future additional development indicated by dashed lines.

The purpose of the detailed maps is to show the general location of the proposed routes as related to the contiguous street system rather than to show individual property lines and specific property which would have to be acquired. Where the details of any route require more than one plate, match lines are provided to preserve continuity.

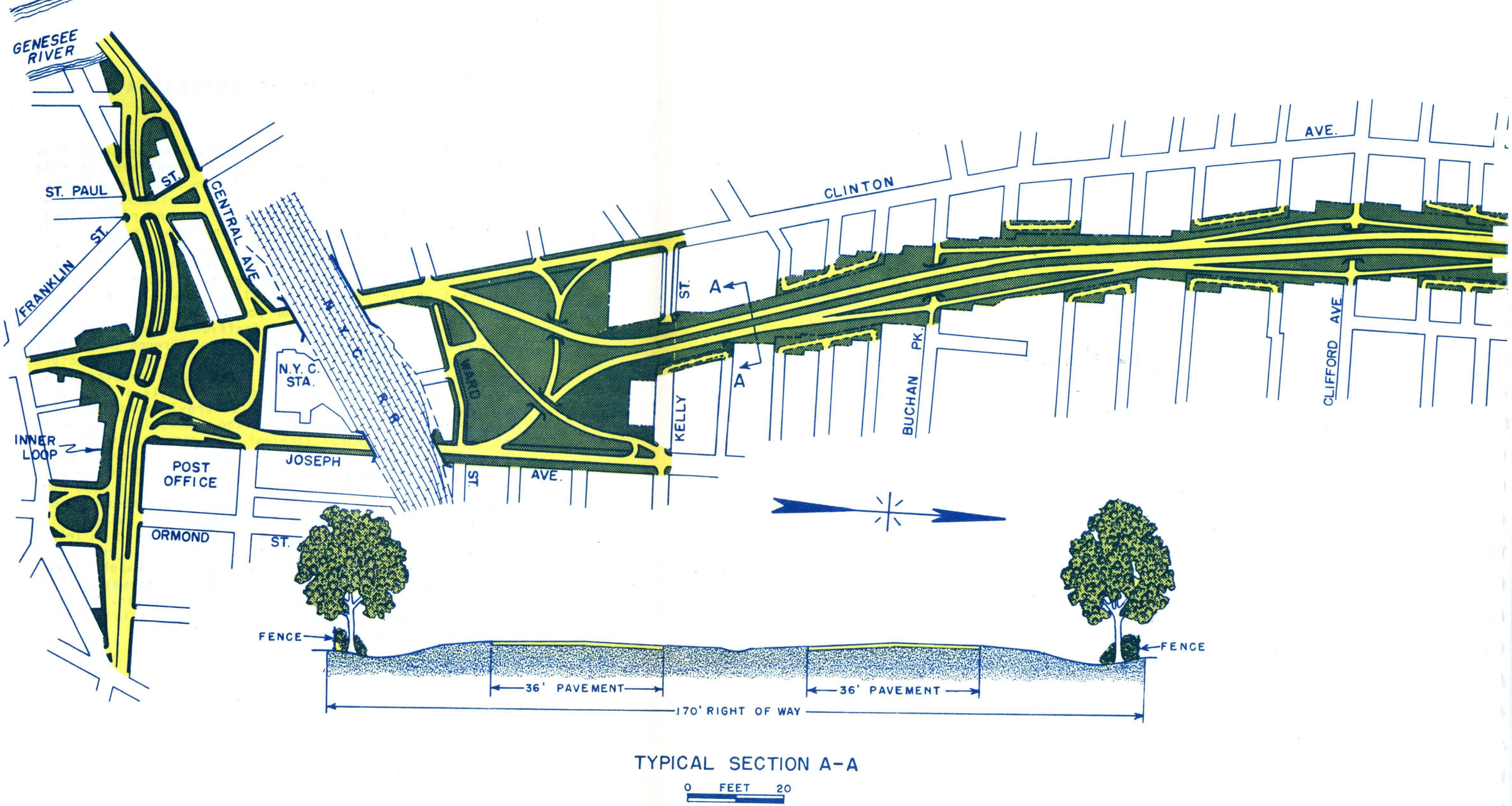
The Inner Loop, a salient feature of the plan, is shown on Plate No. 26 and is described in detail on pages 66 through 74.

PLATE NO.37

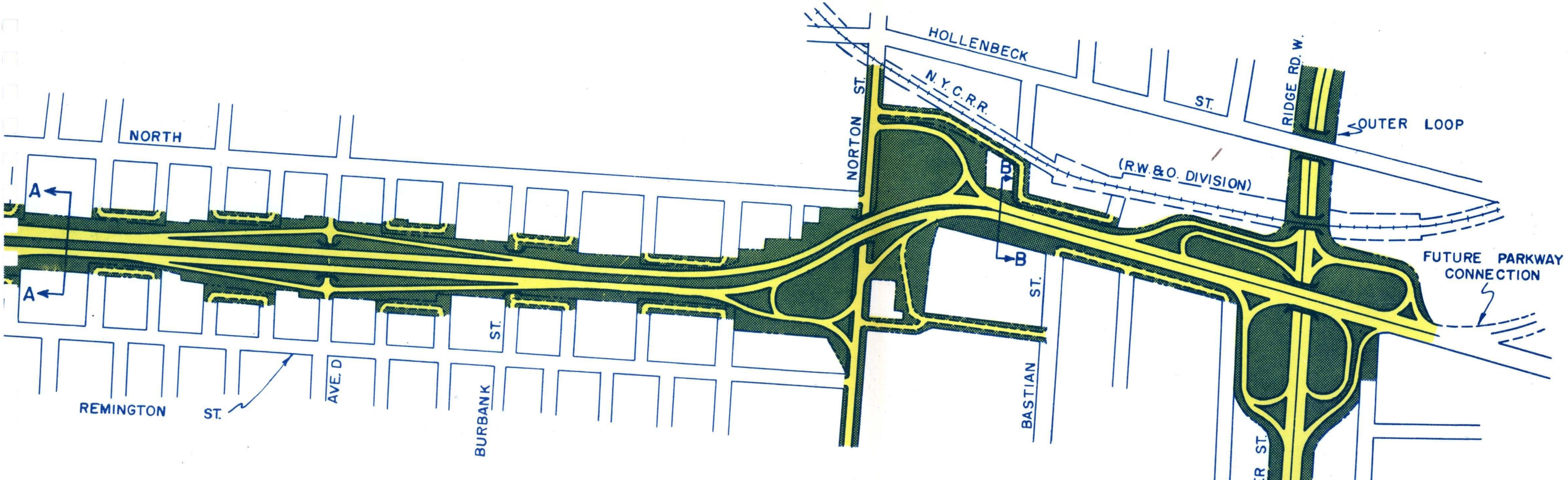
CLINTON AVENUE EXPRESSWAY

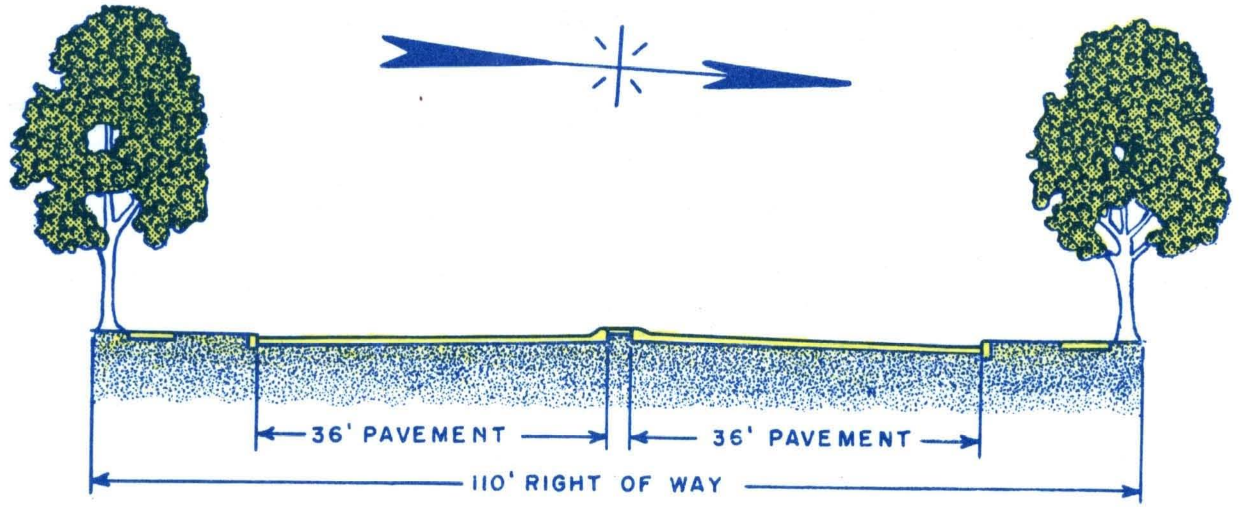
CLINTON AVENUE EXPRESSWAY

Overloads on the major streets running north from the downtown business district will be relieved by this proposed express-type arterial which as designed will have greater capacity than the requirements anticipated within the period of forecast. It will follow new right of way parallel and east of existing Clinton Avenue from the Inner Loop to the Outer Loop, forming an important link in the high-type arterial route from the north to southeast sections of the city as proposed by this report. The south terminal of the expressway will be formed by spurs connecting to Clinton Avenue for south-bound traffic and from Joseph Avenue for north-bound traffic. These streets will pass under the New York Central Railroad through the present underpass thereby effecting a marked saving in structure costs and construction time. These existing structures will be adequate for many years on the basis of this one-way operation. Easy access will be provided to the Inner Loop which will be depressed at the connection just south of the New York Central Terminal. The open area which will be created along the entire route will be advantageous to abutting property. This Clinton Avenue Expressway will be raised slightly above ground level. It will pass over Buchan Park, Clifford Avenue, Avenue D, Burbank Street and Norton Street. At Norton Street it will swing to the west side of Clinton Avenue and thence north to an interchange at the Outer Loop on Keeler Street. The connecting pavements at the south end on Clinton and Joseph Avenues will be generally 48 feet wide. The expressway portion will have two 36 foot lanes in each direction. Variable widths of right of way will be required for this important arterial for the entire length of 2.36 miles.



TYPICAL SECTION A-A





TYPICAL SECTION B-B

0 FEET 20

CLINTON AVE. EXPRESSWAY
BETWEEN INNER & OUTER LOOPS

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT
JUNE 1947

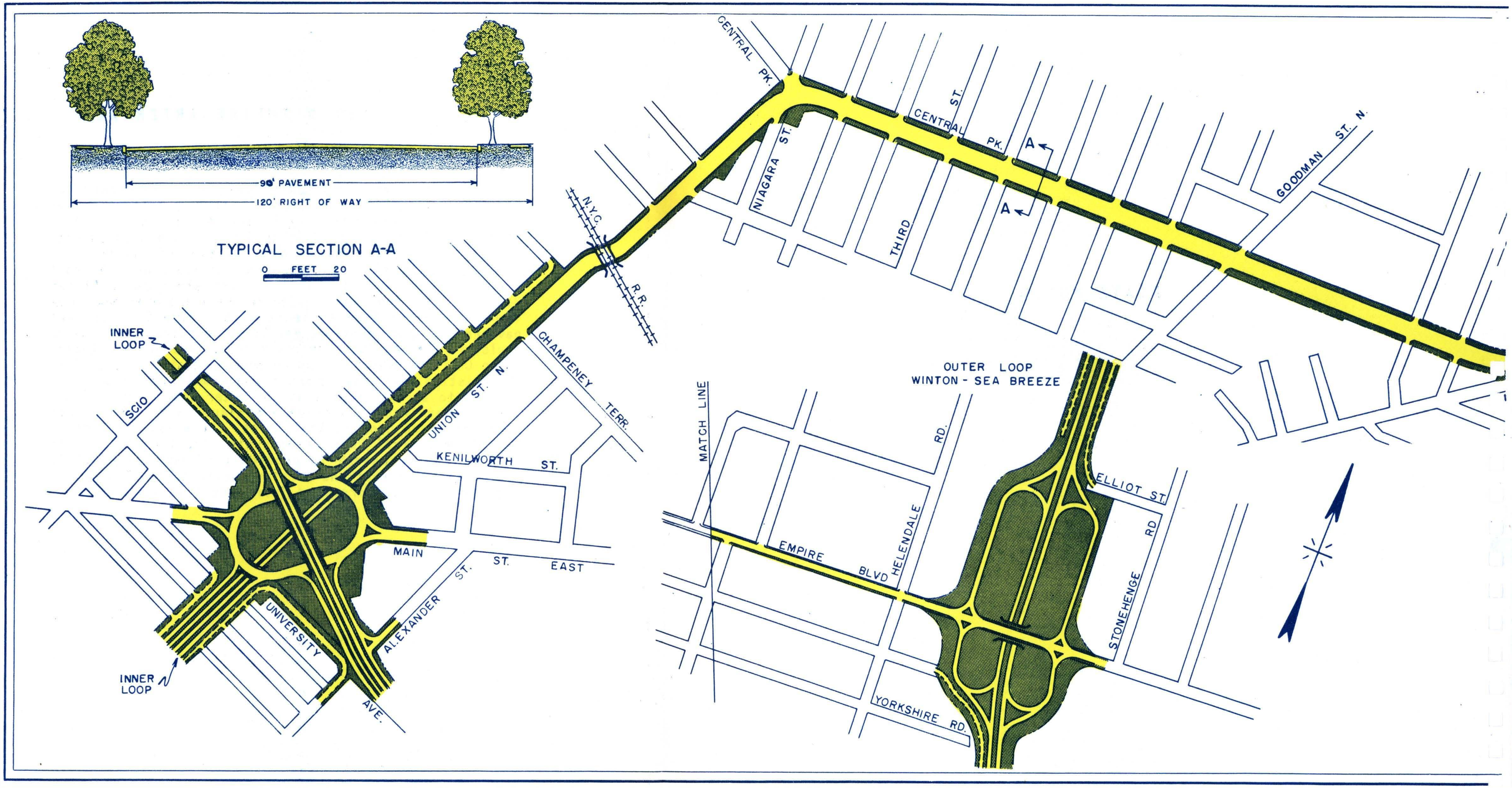
0 400 800
SCALE IN FEET

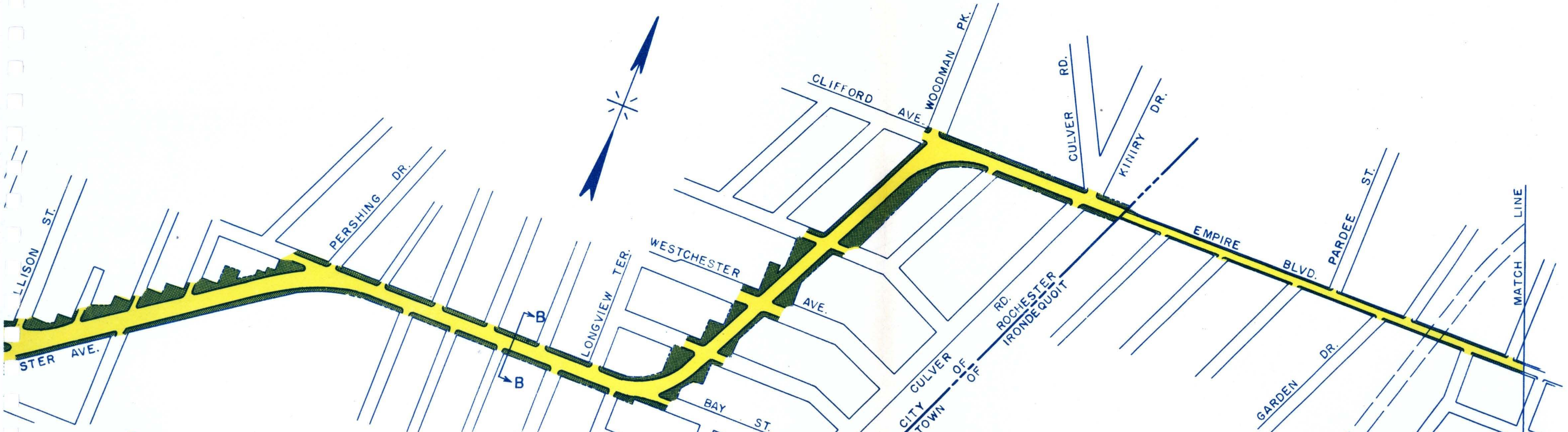
PLATE NO.38

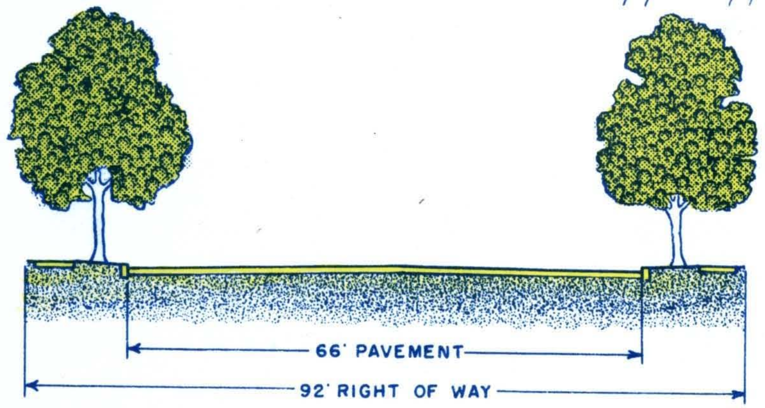
UNION-WEBSTER-EMPIRE ARTERIAL

UNION-WEBSTER-EMPIRE ARTERIAL

This arterial route is designed to intercept the the flow of traffic from the northeasterly section of the city. Such an arrangement will relieve congestion on Main Street East, near North Goodman Street and provide better travel facilities from the outer section of the city and the adjacent expanding urban area. Planned as a 90 foot from the east side of the Inner Loop along Union Street North, it will continue via Central Park and over new location to Webster Avenue thence to Bay Street. A 66 foot pavement is proposed along Bay Street continuing to Empire Boulevard via new location and Martinot Avenue, and thence along Clifford Avenue to Empire Boulevard at the city line. The existing four lane pavement along Empire Boulevard will connect to an interchange at the Outer Loop. Right of way will be required to provide a minimum width of 120 feet from the Inner Loop to Bay Street. The existing right of way along Central Park is adequate. Additional right of way will be necessary to provide a minimum width of 92 feet from Bay Street and Webster Avenue to the City Line. The length of the proposed improvement is 2.45 miles.


90' PAVEMENT
120' RIGHT OF WAY
TYPICAL SECTION A-A
0 FEET 20
INNER LOOP
SCIO
INNER LOOP
UNIVERSITY
AVE.
ALEXANDER
ST.
MAIN
ST.
EAST
KENILWORTH ST.
UNION ST. N.
CHAMPENEY TERR.
N.Y.C. R.R.
CENTRAL PK.
NIAGARA ST.
THIRD
ST.
CENTRAL PK.
A
A
GOODMAN ST. N.
OUTER LOOP
WINTON - SEA BREEZE
MATCH LINE
RD.
HELENDALE
EMPIRE BLVD
ELLIOT ST.
RD.
STONEHENGE
YORKSHIRE RD.





TYPICAL SECTION B-B

0 FEET 20

UNION - WEBSTER - EMPIRE ARTERIAL
BETWEEN INNER & OUTER LOOPS

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT
JUNE 1947

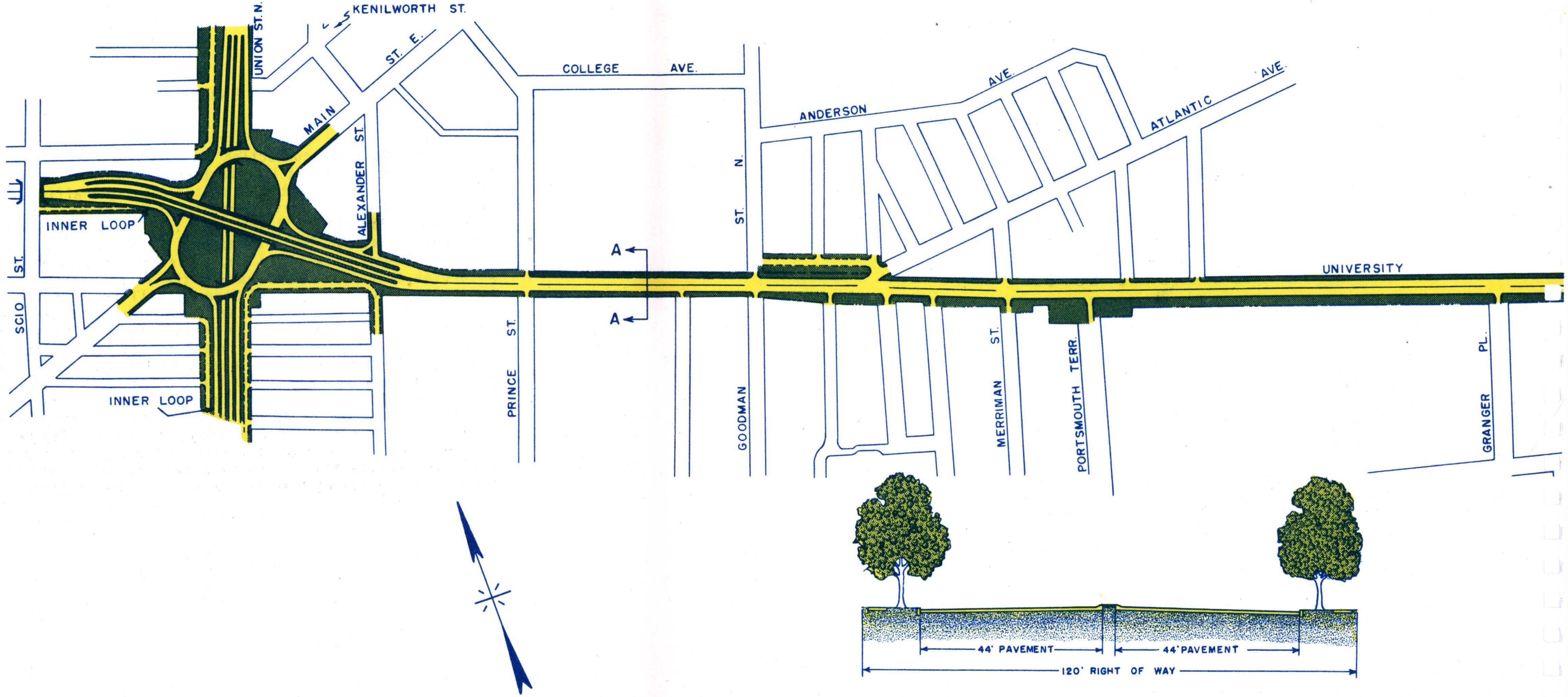
0 400 800
SCALE IN FEET

PLATE NO.39

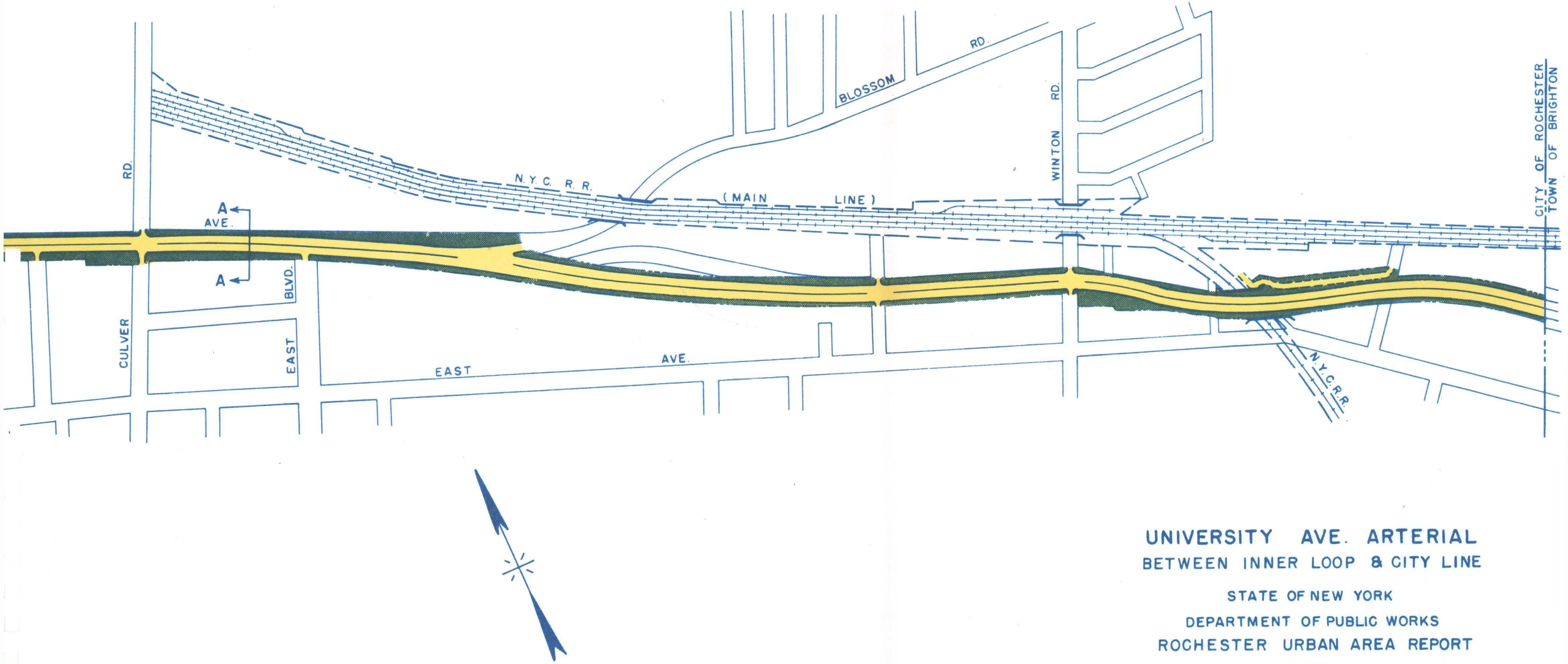
UNIVERSITY AVENUE ARTERIAL

UNIVERSITY AVENUE ARTERIAL

The southeast connection from Rochester to the New York State Thruway is an important service of this planned arterial. It will divert much of the growing traffic load from East Avenue and serve many industrial plants on the east side of the city. It will have twin 44 foot pavements separated by a four foot raised mall from Union Street at the Inner Loop to the City Line, a distance of 2.54 miles. A through connection overpassing the interchange at the Inner Loop, Main and Union Streets, will provide ideal access to the north side of the Inner Loop and thence to the Clinton Avenue Expressway completing the proposed cross-city route from the southeast to the north side of the city. Easterly from the Inner Loop the University Arterial will descend to meet the limited number of intersecting streets at grade. It will overpass the New York Central-Auburn Branch beyond Winton Road and continue on new location to the east city line along the old trolley bed. Right-of-way width of 120 feet will be needed. It is proposed to provide this width by acquiring land along the present 66 and 100 foot street, and on the new location at the city line.



TYPICAL SECTION A-A



UNIVERSITY AVE. ARTERIAL

BETWEEN INNER LOOP & CITY LINE

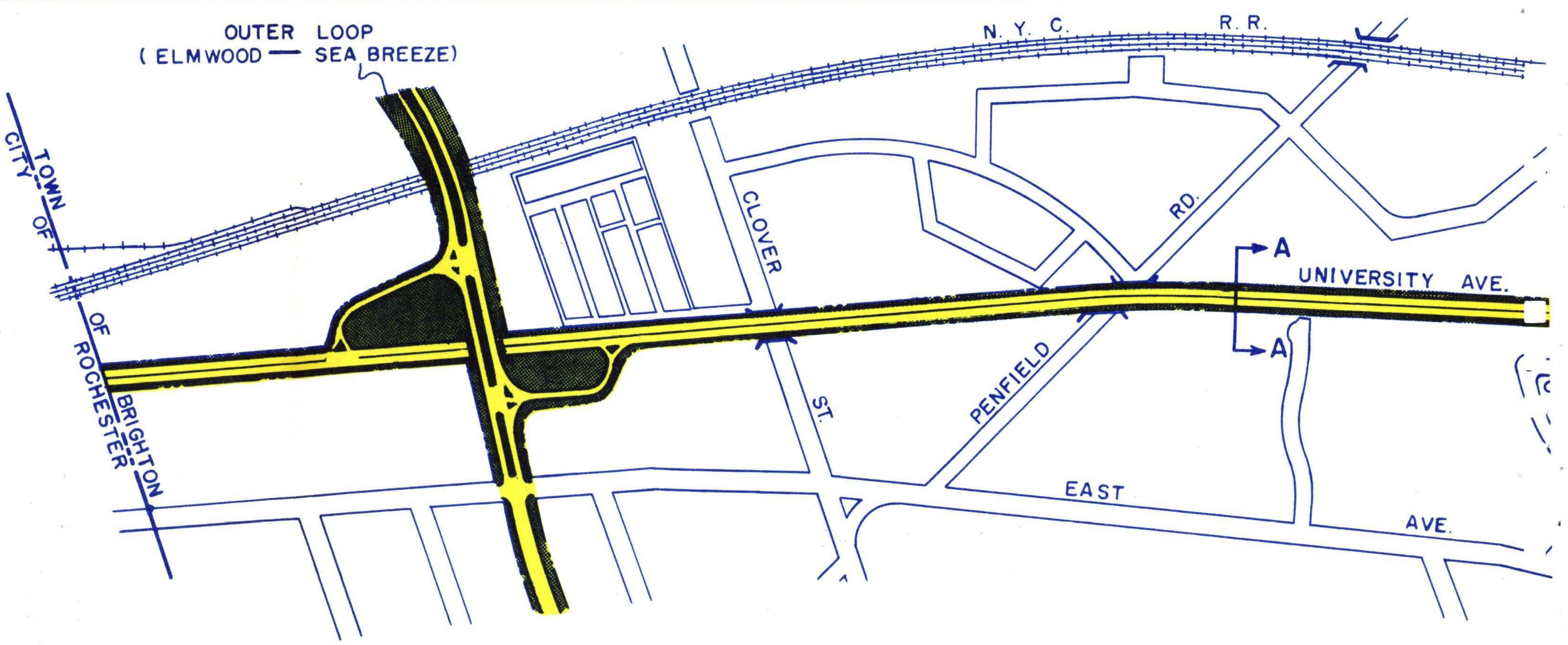
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ROCHESTER URBAN AREA REPORT
JUNE 1947

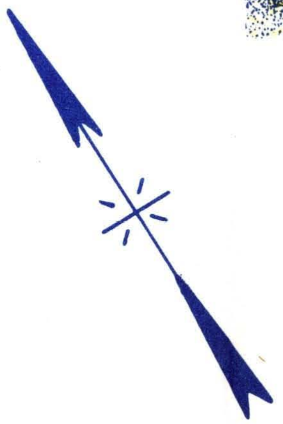
PLATE NO.40

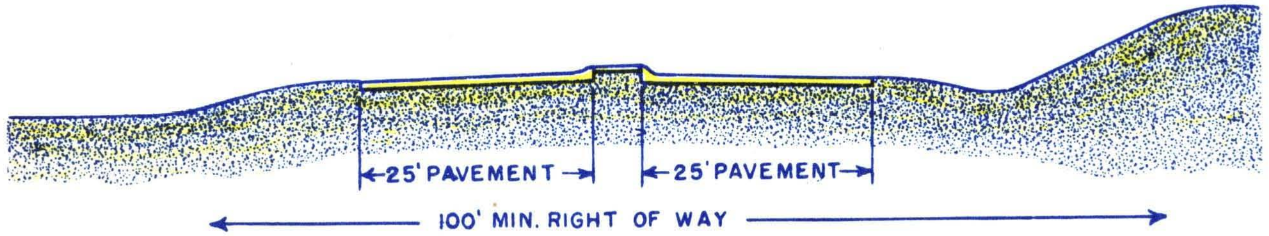
UNIVERSITY AVENUE THRUWAY CONNECTION

UNIVERSITY AVENUE THRUWAY CONNECTION

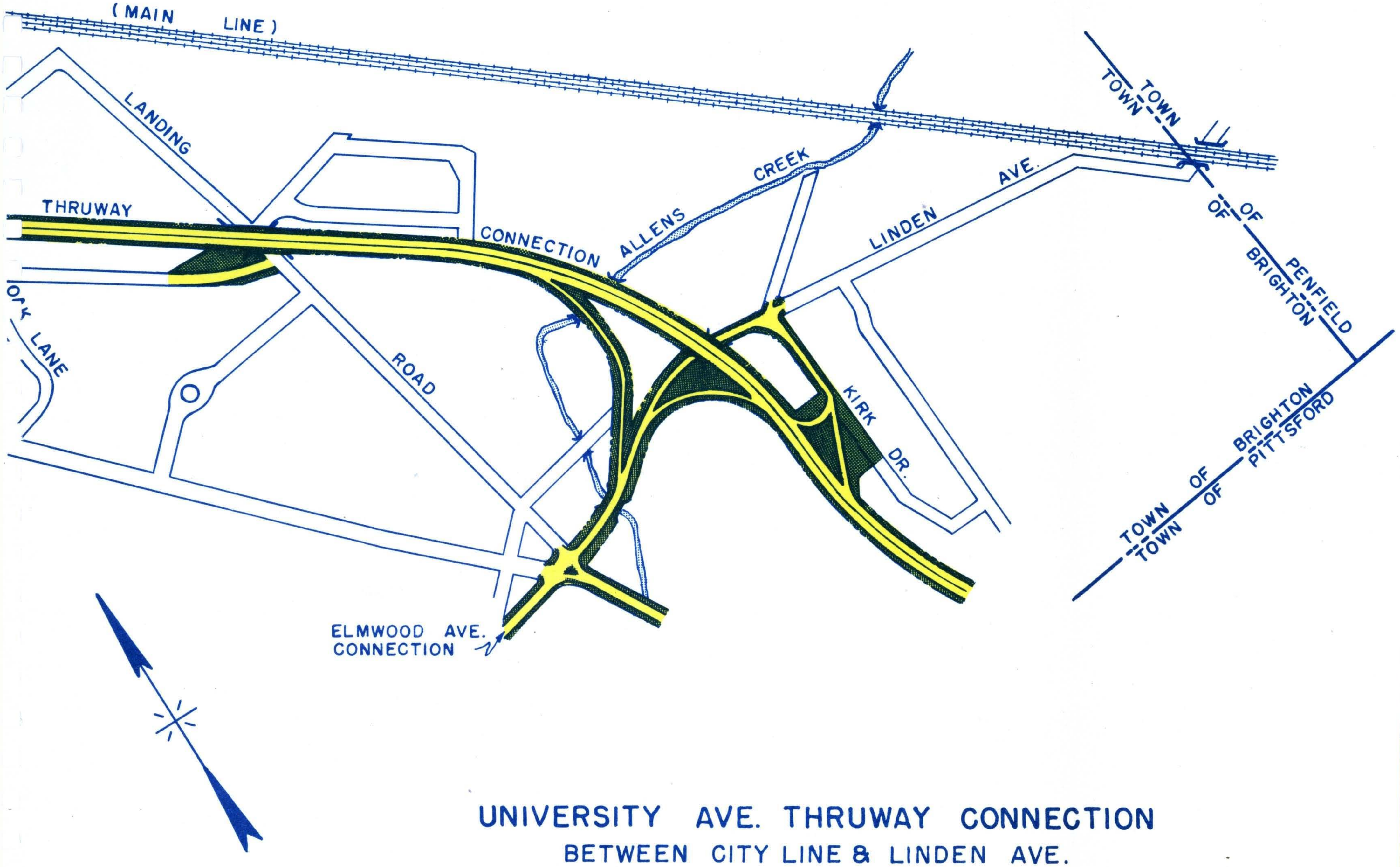
The link between the University Avenue Arterial and the Thruway Connection from the southeast will be formed by this proposed highway. Traffic from the east, and traffic traveling north or south on the circumferential Outer Loop, will be provided with easy access to the residential and industrial sections along University Avenue, and to the heart of the city via this facility. It is planned as two 25 foot roadways separated by a mall on a 100 foot minimum right of way to be acquired along the old trolley bed. The section will extend from the city line to Linden Avenue with access limited to interchanges near the city line at the Outer Loop on the westerly end and at Linden, East, and Elmwood Avenues on the easterly end. It is planned to pass under the Outer Loop, and over Linden Avenue at the east end as well as over the intermediate roads at which no access will be provided. The length from the city line to Linden Avenue, as proposed, will be 1.58 miles.







TYPICAL SECTION A-A



UNIVERSITY AVE. THRUWAY CONNECTION

BETWEEN CITY LINE & LINDEN AVE.

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

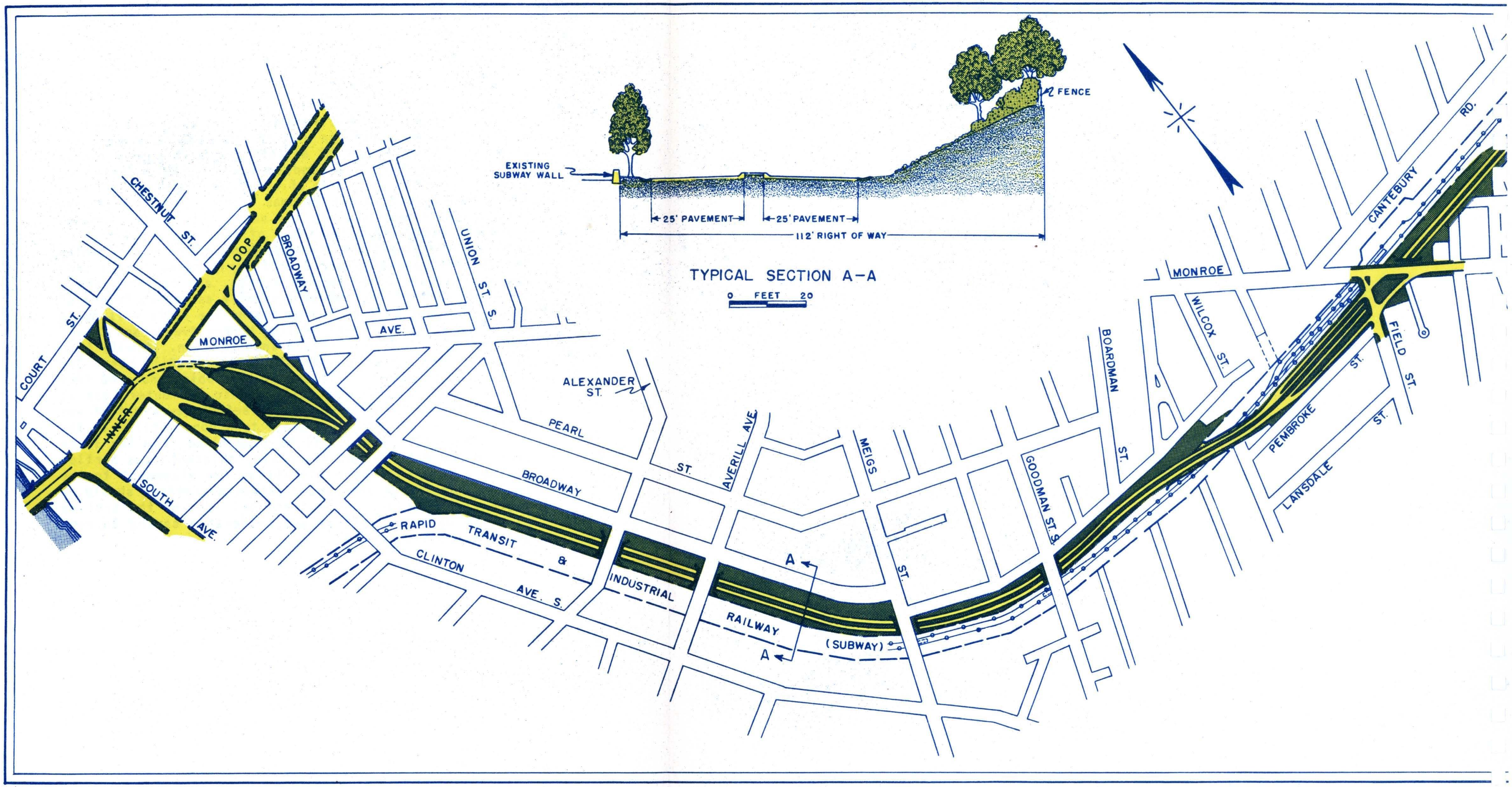
ROCHESTER URBAN AREA REPORT
JUNE 1947

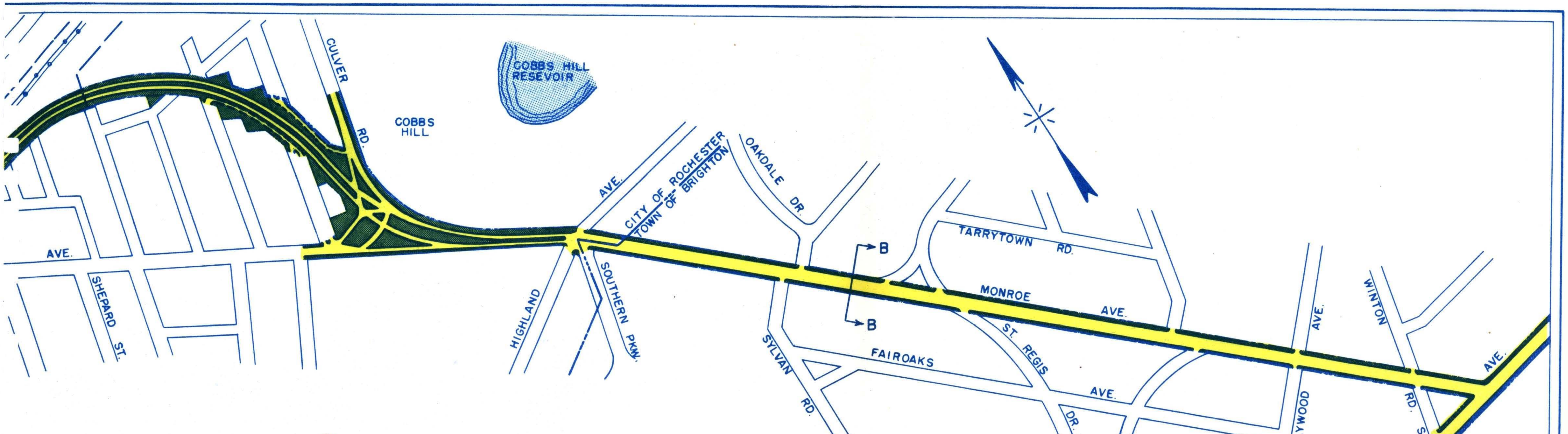
PLATE NO. 41

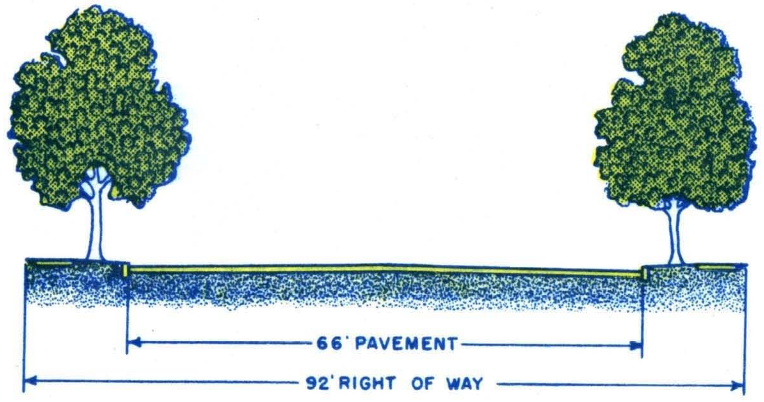
MONROE AVENUE EXPRESSWAY

MONROE AVENUE EXPRESSWAY

The heavy traffic demands in the southeast section of the city and urban area will be served by this suggested arterial. It will begin at an interchange at Monroe Avenue and the Inner Loop and lead southerly into a depressed section along the east side of the Rochester Transit Subway to a point east of South Goodman Street where it will ascend to grade and cross to the south side of the subway. Two spurs along the outer edges of the arterial will connect to Field Street and thence to Monroe Avenue. The center two 25 foot pavements and 6 foot dividing mall will then descend to pass under Monroe Avenue, and continue along the south side of the subway gradually ascending to grade. About 1000 feet east of Monroe Avenue the route will swing southerly at ground level meeting Monroe Avenue and Culver Road with a large channelized intersection. It will then follow Monroe Avenue southeasterly to the City Line. The divided lane pavement will end at this point and a 66 foot pavement will follow Monroe Avenue to the Outer Loop at Elmwood Avenue. A minimum of 112 feet of new right of way will be required for the express type construction in the city. The total length will be 3.23 miles from the Inner Loop to the Outer Loop. Its design adjacent to a portion of the subway will permit shifting the alignment to the trolley bed if for any reason subway operations should be discontinued prior to construction. Use of the trolley right of way would effect a considerable saving in land and construction costs.


EXISTING SUBWAY WALL
25' PAVEMENT
25' PAVEMENT
112' RIGHT OF WAY
FENCE
TYPICAL SECTION A-A
0 FEET 20
CHESTNUT ST.
COURT ST.
INNER LOOP
BROADWAY
UNION ST. S.
MONROE
AVE.
SOUTH AVE.
ALEXANDER ST.
PEARL ST.
BROADWAY
AVERILL AVE.
MEIGS ST.
GOODMAN ST. S.
BOARDMAN ST.
WILCOX ST.
MONROE
CANTEBURY RD.
FIELD ST.
PEMBROKE ST.
LANSDALE ST.
RAPID TRANSIT & INDUSTRIAL RAILWAY (SUBWAY)
CLINTON AVE. S.
A
A





TYPICAL SECTION B-B

0 FEET 20

MONROE AVE. EXPRESSWAY
BETWEEN INNER LOOP & ELMWOOD AVE.

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT
JUNE 1947

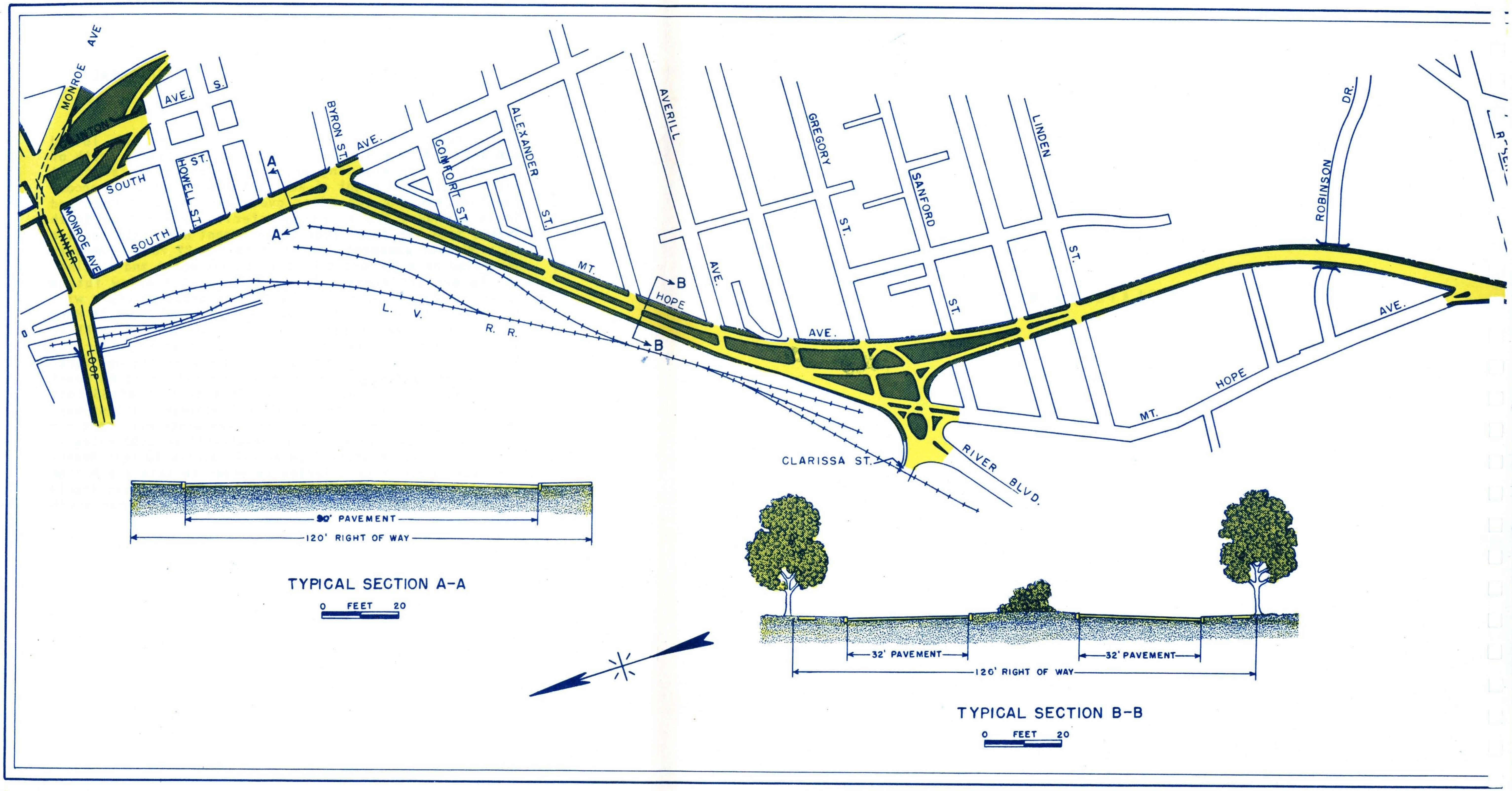
0 400 800
SCALE IN FEET

PLATE NO. 42

SOUTH AVENUE - MOUNT HOPE AVENUE ARTERIAL

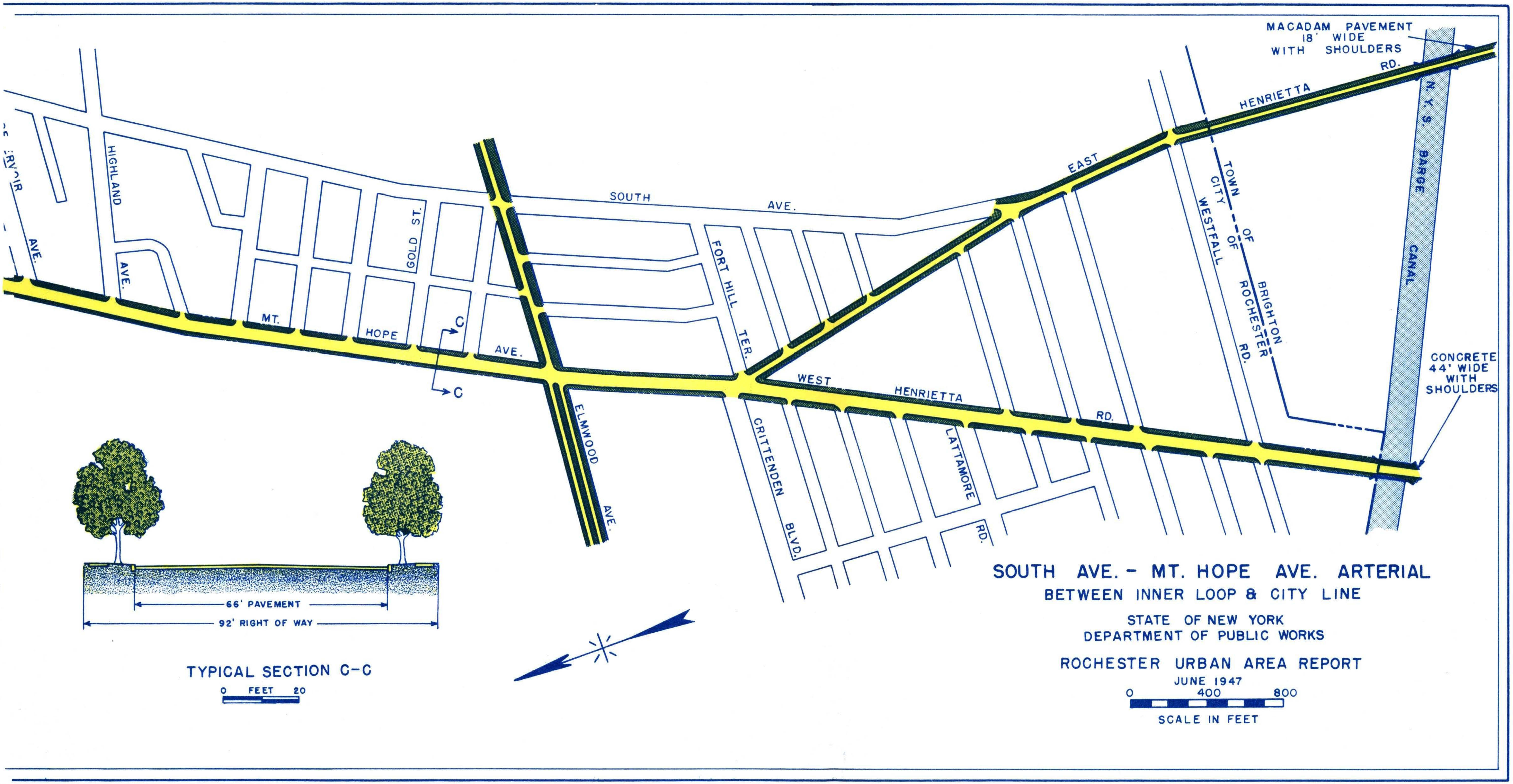
SOUTH AVENUE - MOUNT HOPE AVENUE ARTERIAL

Mount Hope Avenue connects with routes U.S. 15 and and N.Y. 15A, the principal routes to all points south of Rochester. The widening and improvement of this street within additional right of way will provide adequate accommodation for the impending overloads on Mount Hope and South Avenues. The proposed arterial will follow South Avenue from the Inner Loop to the Mount Hope intersection on a 90 foot pavement, changing to two 32 foot pavements separated by a 28 foot mall beyond this point and continuing to Averill Avenue. The wide mall will allow future construction of additional lanes. The proposed route will then swing to new location on the east side of Mount Hope Avenue to Linden Street, with a further widened mall to accommodate a channelized intersection at the Clarissa Street Bridge. It will continue southerly on the new location, over-passing Robinson Drive and returning to Mount Hope Avenue near Reservoir Ave. This section of 66 foot pavement is planned within a 92 foot minimum right-of-way. The same type pavement and right-of-way width will continue to the south City Line. The arterial will be 2.92 miles in length. The new location from Averill Avenue to near Reservoir Avenue has been selected in order to obtain a better alighment and to eliminate damage to the large trees fronting the substantial homes along Mount Hope Avenue south of Clarissa Street.



TYPICAL SECTION A-A

TYPICAL SECTION B-B



SOUTH AVE. - MT. HOPE AVE. ARTERIAL

BETWEEN INNER LOOP & CITY LINE

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

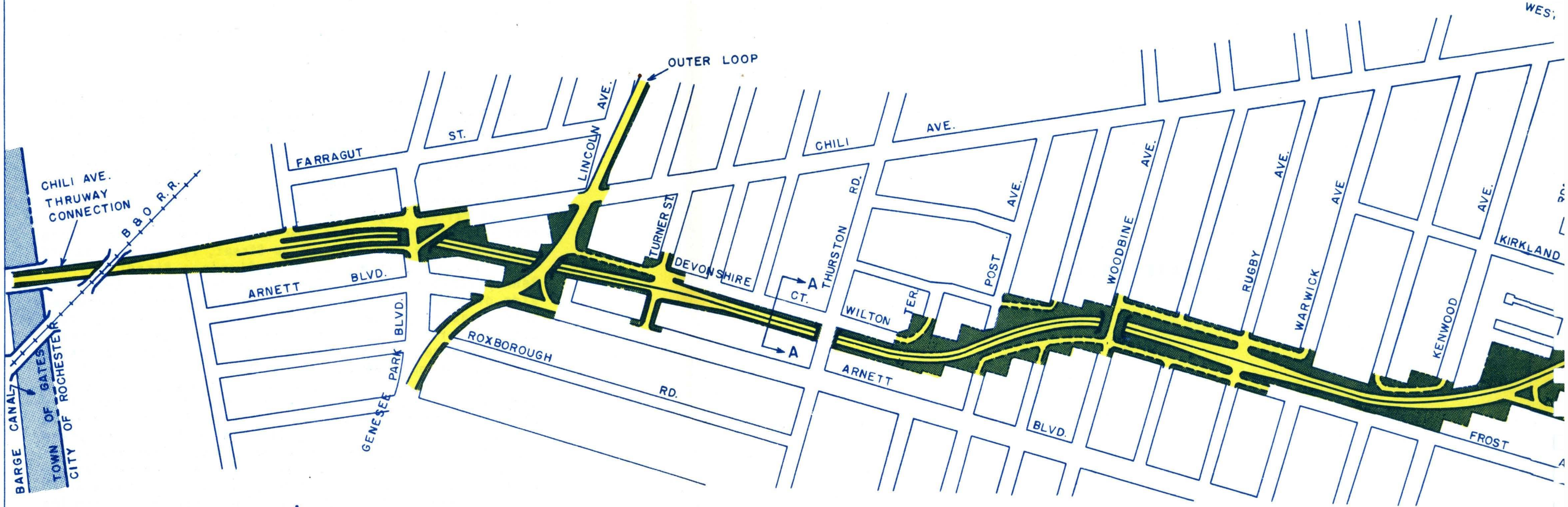
JUNE 1947

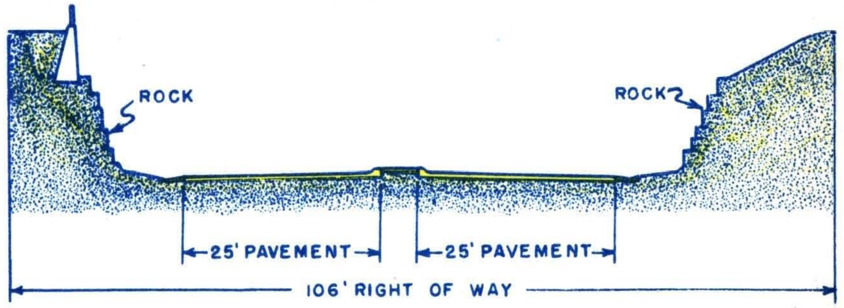
PLATE NO. 43

CHILI AVENUE EXPRESSWAY

CHILI AVENUE EXPRESSWAY

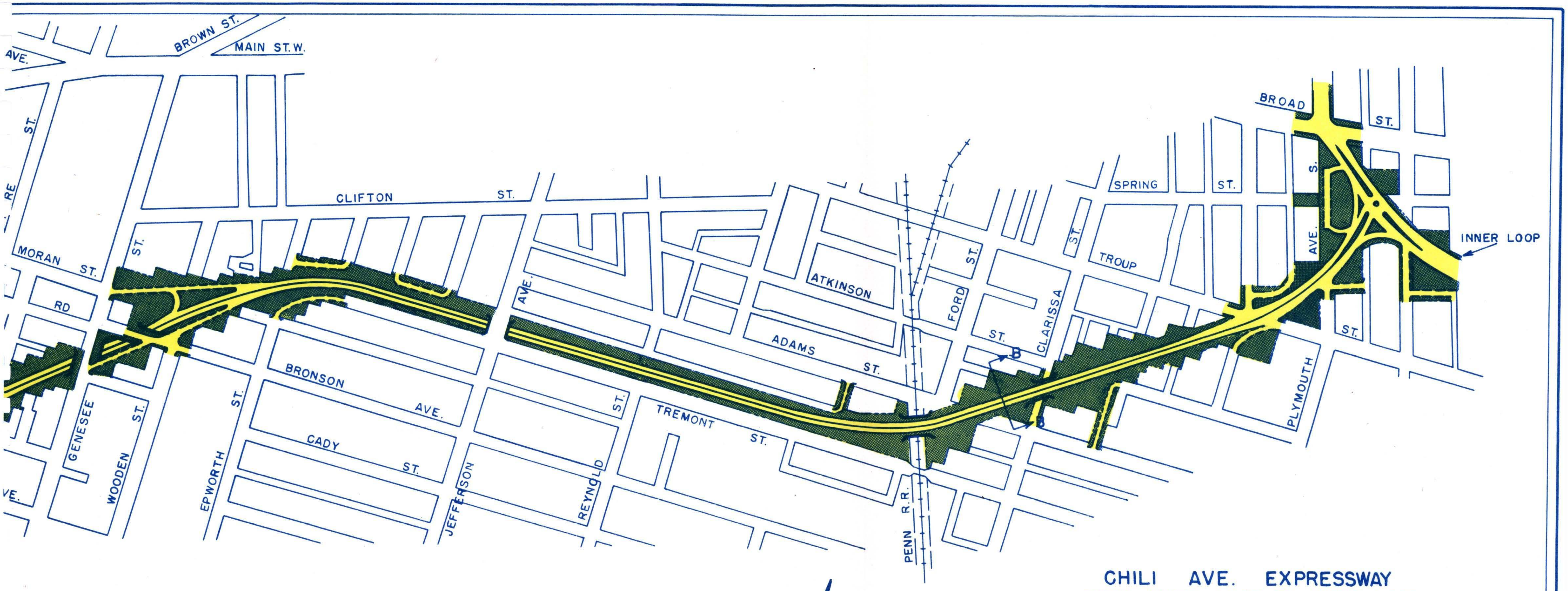
This arterial will form the connection between Rochester and the New York State Thruway to the west. It will also provide traffic relief in the west and southwest sections of the city and urban area. It is planned as an express highway on new location, consisting of two 25 foot roadways with a dividing mall. The right-of-way will require a minimum of 106 feet along depressed sections and 172 feet at fills. Beginning at the Inner Loop with a channelized intersection at grade near Spring Street and continuing across Plymouth Avenue and Troup Street, it will then ascend to a fill section overpassing Clarissa Street and the Pennsylvania Railroad. Turning westerly along the north side of Tremont Street, it will descend into a depressed section passing under Jefferson Avenue where it will turn southwesterly, underpassing Bronson Avenue and Genesee Street. Access ramps will provide connections for these streets. From a point near Kenwood Avenue, it will run parallel along the north side of Frost Avenue with access provided at Rugby Avenue. Beyond this intersection it is planned to extend southwesterly and westerly along the south sides of Wilton Terrace and Devonshire Court with grade separations at Woodbine Avenue and Thurston Road and access at Turner Street. Passing under the Outer Loop and Genesee Park Boulevard, it will return to grade on Chili Avenue which it will follow to the City Line. The total length from the Inner Loop to the City Line is 2.79 miles.





TYPICAL SECTION A–A

0 FEET 20

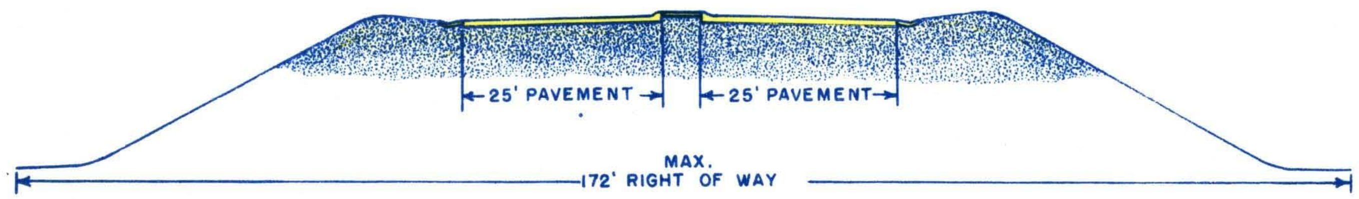


CHILI AVE. EXPRESSWAY
FROM INNER LOOP TO OUTER LOOP & CHILI AVE. THRUWAY CONNECTION

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT
JUNE 1947

0 400 800
SCALE IN FEET



TYPICAL SECTION B-B

0 FEET 20

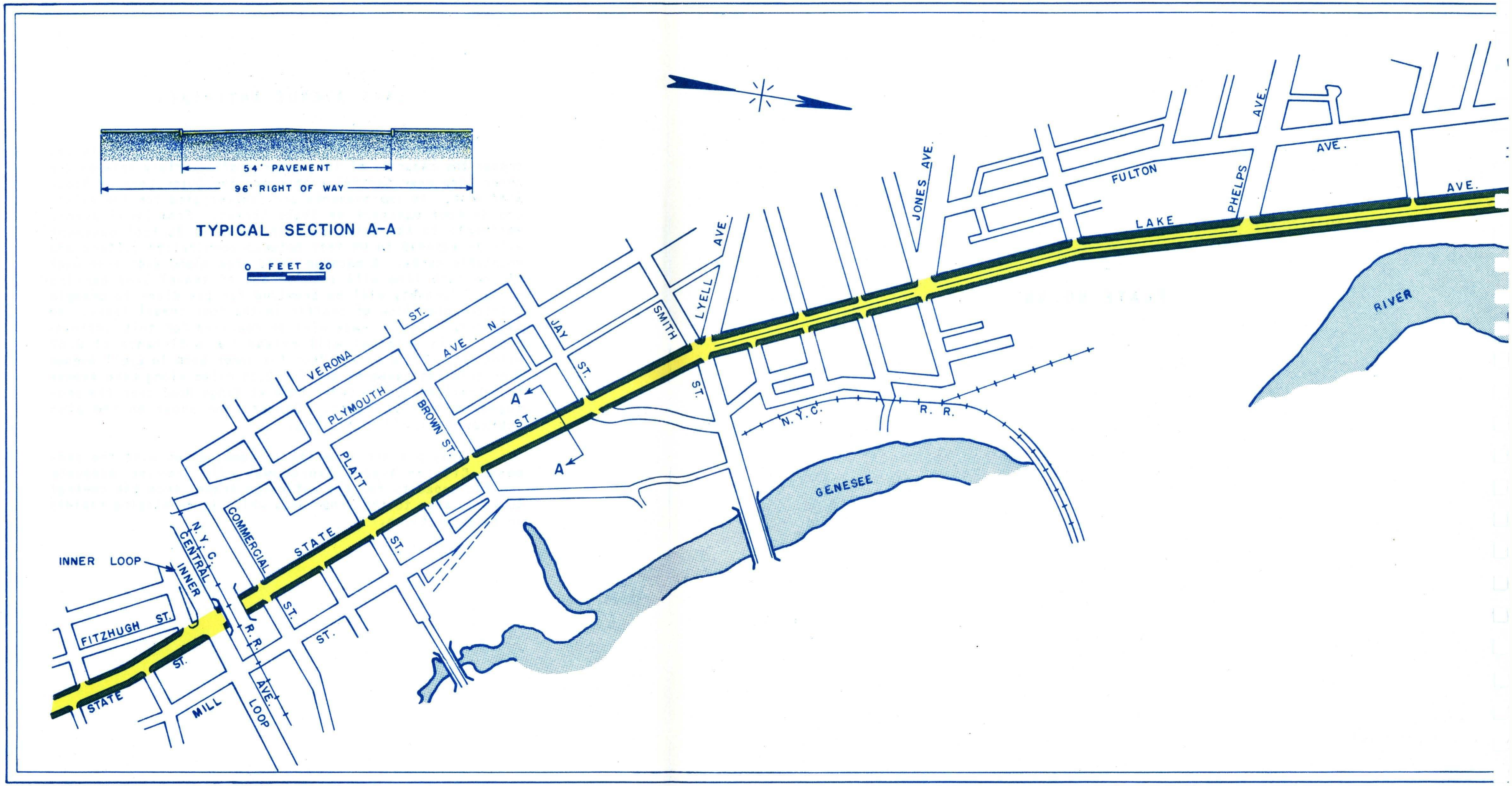
PLATE NO. 44

LAKE AVENUE ARTERIAL

LAKE AVENUE ARTERIAL

Widening existing Lake Avenue will effectively increase the capacity of this major traffic artery between the Inner Loop near Central Avenue and the Outer Loop at Ridge Road West. No improvements are contemplated for the existing 54 foot pavement on State Street. From Lyell Avenue northerly to the Outer Loop the present 36 foot pavement will be widened to 44 feet between combination gutters and mountable curbs. A macadam paved area along each side back of the curb line will provide out of travel lane parking space. Turnouts will be provided for bus stops to promote uninterrupted flow of traffic in the four travel lanes. No additional right-of-way will be required for this improvement. This arterial will extend for a distance of 0.57 miles along State Street from the Inner Loop to Lyell Avenue over existing pavement and for 2.26 miles along Lake Avenue from Lyell Avenue to Outer Loop at Ridge Road over the proposed 44 foot pavement. Center line shown on the plan represents traffic marking.

This planned arterial in combination with the proposed Clinton Avenue Expressway will provide adequate traffic capacity for the estimated travel from the central business area to the urban area which is developing rapidly in this direction.


54' PAVEMENT
96' RIGHT OF WAY
TYPICAL SECTION A-A
0 FEET 20
VERONA ST.
PLYMOUTH AVE. N.
JAY ST.
SMITH ST.
LYELL AVE.
JONES AVE.
FULTON AVE.
PHELPS AVE.
LAKE AVE.
RIVER
A
A
BROWN ST.
PLATT ST.
STATE ST.
COMMERCIAL ST.
N.Y.C. CENTRAL R.R.
INNER LOOP
INNER LOOP
FITZHUGH ST.
STATE ST.
MILL ST.
AVE.
N.Y.C. R.R.
GENESEE

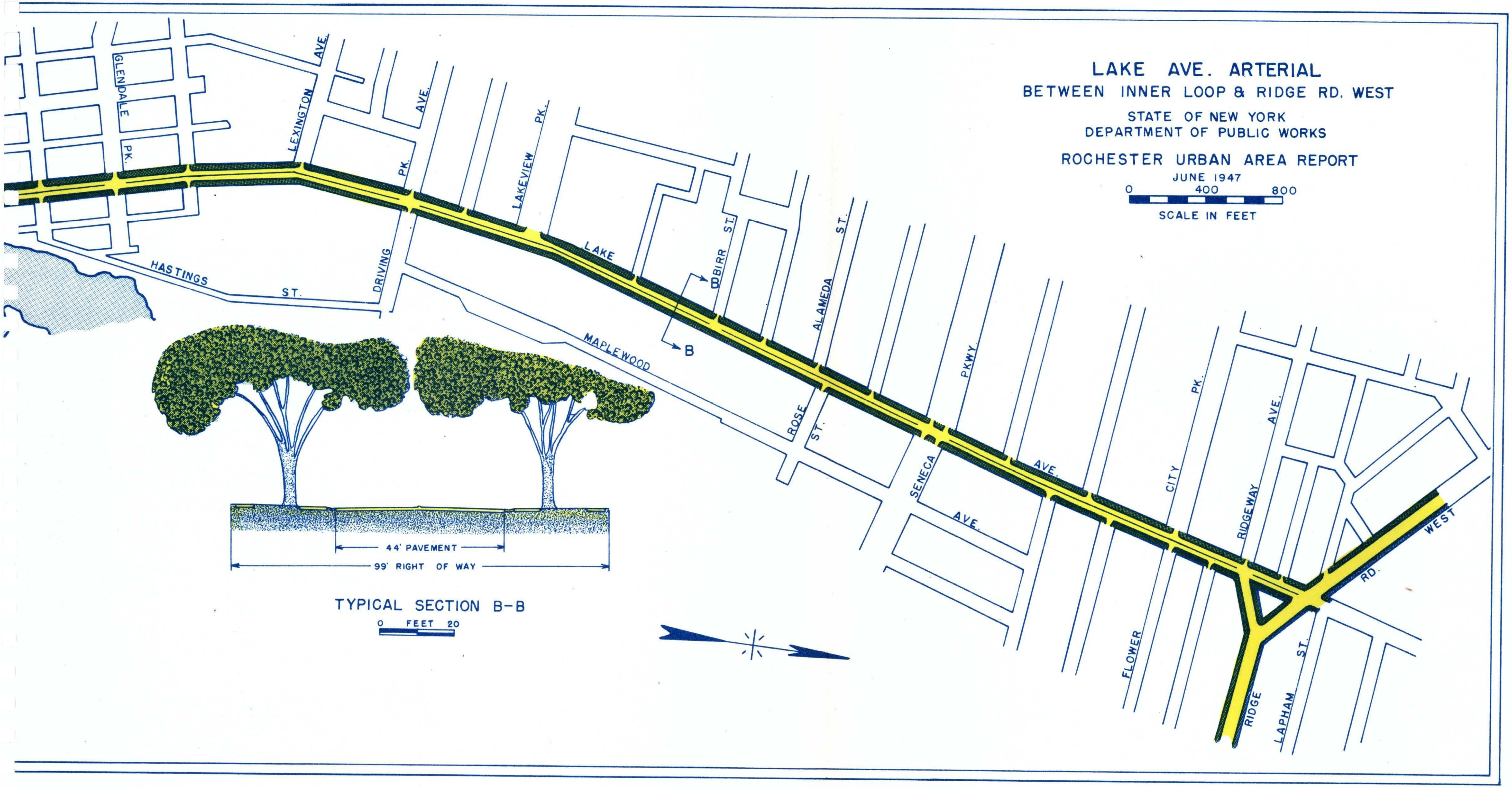


PLATE NO. 45

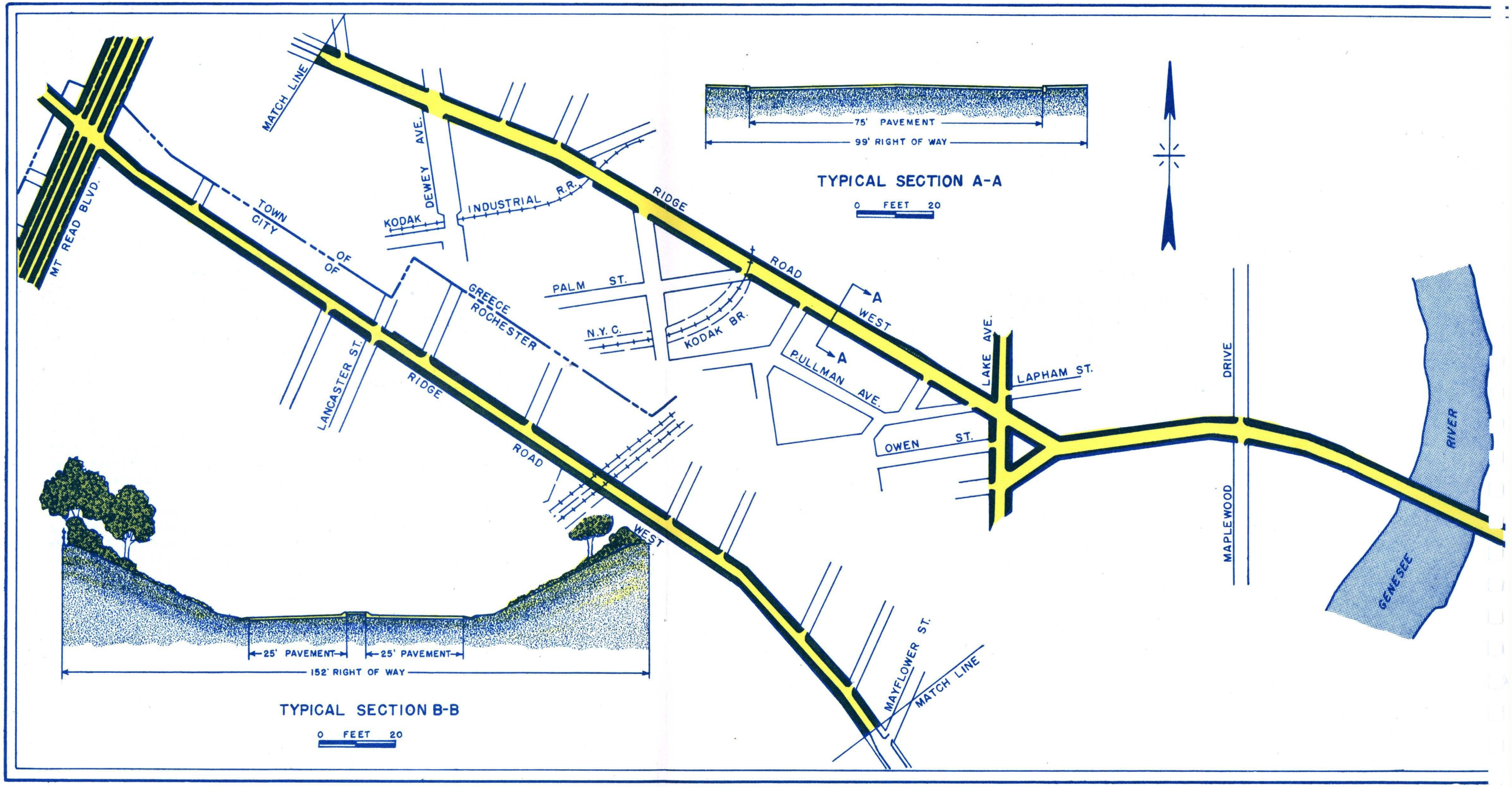
OUTER LOOP

RIDGE ROAD WEST - KEELER STREET EXPRESSWAY

OUTER LOOP

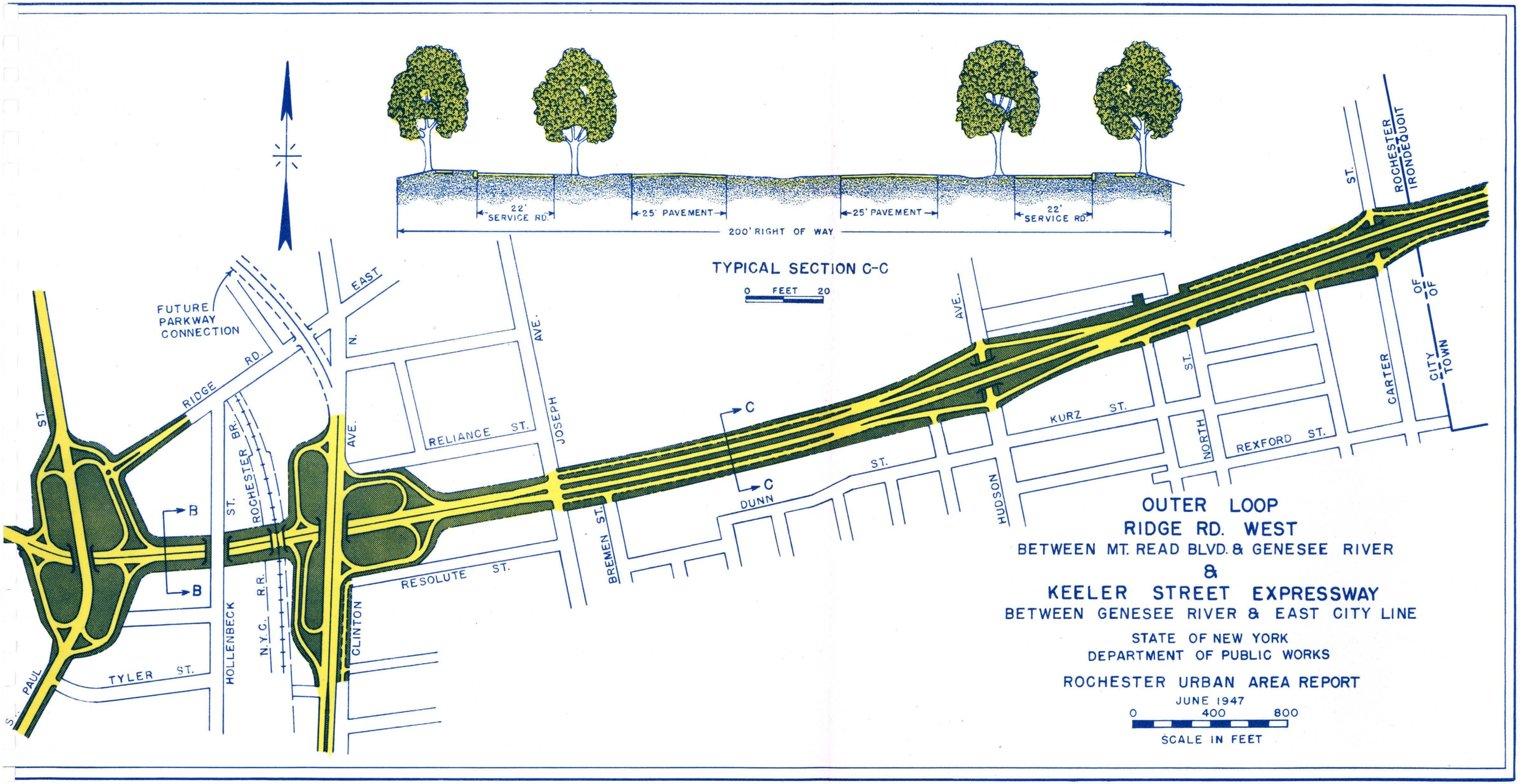
RIDGE ROAD WEST - KEELER STREET EXPRESSWAY

Beginning at Mount Read Boulevard near the west city line, this route is planned to utilize the existing 70 foot wide Ridge Road West with its 40 foot pavement, as far as Mayflower Street. From this point easterly to Lake Avenue, the pavement will be widened to 76 feet within the existing 99 foot right-of-way. From Lake Avenue easterly, the existing facilities including the existing bridge over the Genesee River are considered to be adequate. From the bridge location easterly, the expressway will be depressed with a traffic interchange provided at St. Paul Street. Continuing easterly, grade separations are planned at Hollenbeck Street, the Rochester branch of the New York Central Railroad and at the Clinton Avenue Expressway where traffic interchange will be provided. The route will return to grade near Joseph Avenue. The section between the Veterans' Memorial Bridge and Joseph Avenue will require a minimum 152 foot right-of-way to provide for the proposed twin 25 foot pavements separated by a six foot mall. From Joseph Avenue to the city line, the route will be in new location, with grade separations at Hudson Avenue and at Carter Street near the east city line. This portion of highway, between Joseph Avenue and the east city line, will be within new right-of-way, 200 feet in minimum width, and will consist of a twin 25 foot pavement separated by a 30 foot center mall with a 22 foot service road on either side where required to serve abutting property. Provision for turning will be made at termini of all service roads. The length of this section will be 3.41 miles.



TYPICAL SECTION A-A

TYPICAL SECTION B-B



OUTER LOOP

RIDGE RD. WEST

BETWEEN MT. READ BLVD. & GENESEE RIVER

&

KEELER STREET EXPRESSWAY

BETWEEN GENESEE RIVER & EAST CITY LINE

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT

JUNE 1947

0 400 800
SCALE IN FEET

PLATE NO. 46

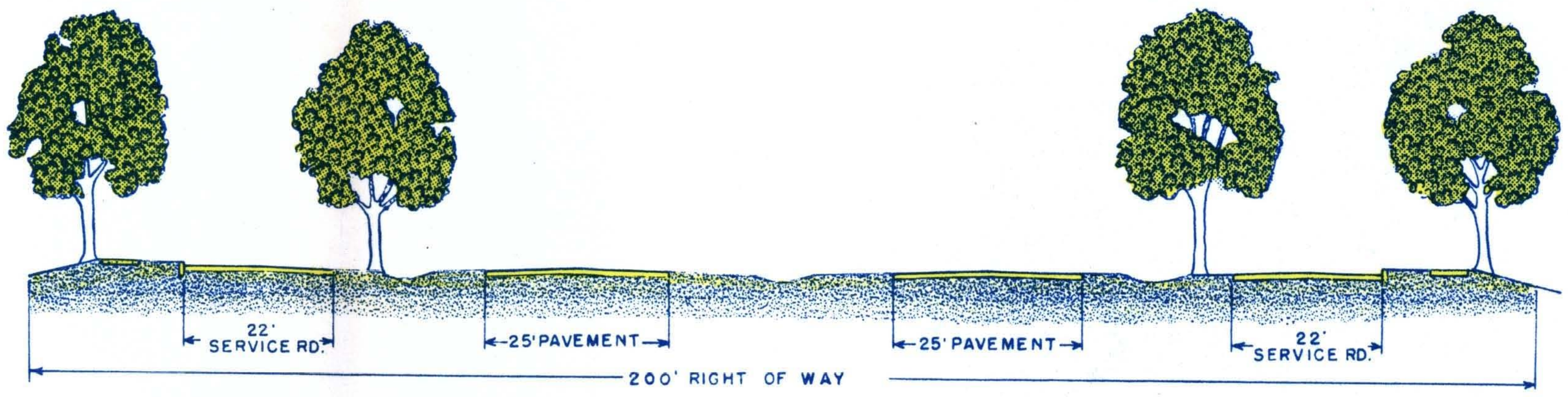
OUTER LOOP

KEELER STREET EXPRESSWAY

OUTER LOOP

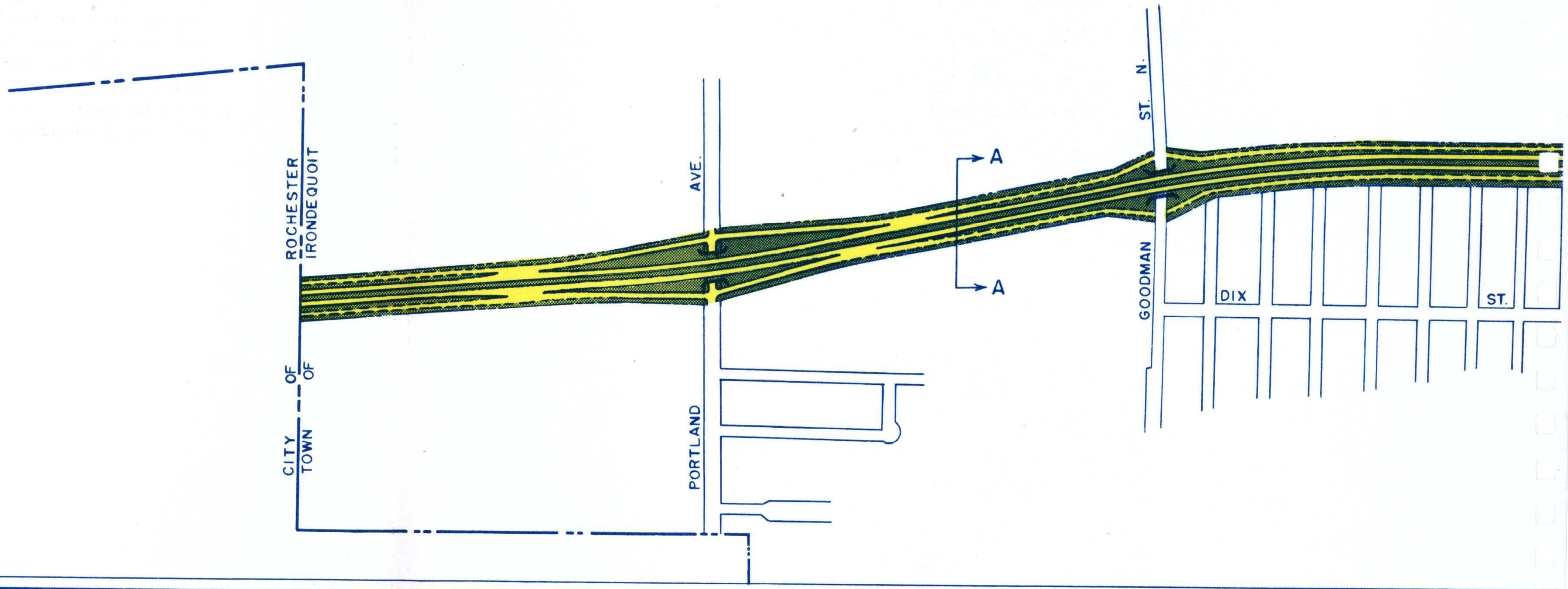
KEELER STREET EXPRESSWAY

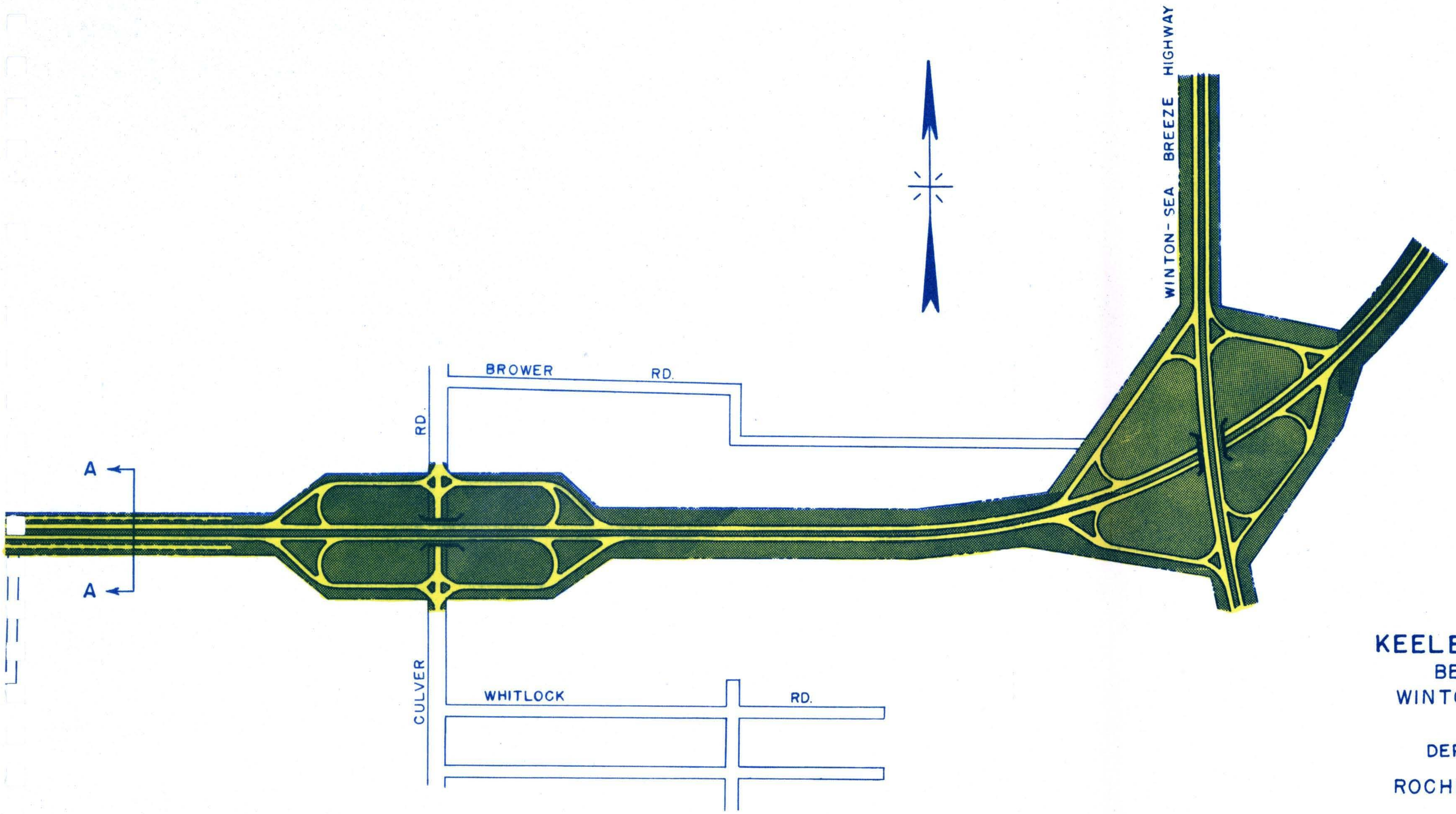
This section is a continuation of the northerly leg of the Outer Loop beyond the city limits. Located within new right-of-way, having a minimum width of 200 feet, it is planned as a twin 25 foot pavement separated by a 30 foot center mall. Service roads 22 feet in width will be constructed on either side of the expressway where required. From the city line, the new highway will pass over Portland Avenue with access provided, over North Goodman Street without access, over Culver Road where a traffic interchange is planned continuing easterly to a connection with the Winton-Sea Breeze section of the Outer Loop. Provision for turning will be made at termini of all service roads. This section will be 2.44 miles in length.



TYPICAL SECTION A-A

0 FEET 20





OUTER LOOP
KEELER STREET EXPRESSWAY
BETWEEN EAST CITY LINE &
WINTON - SEA BREEZE HIGHWAY

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT
JUNE 1947

0 500 1000
SCALE IN FEET

PLATE NO. 47

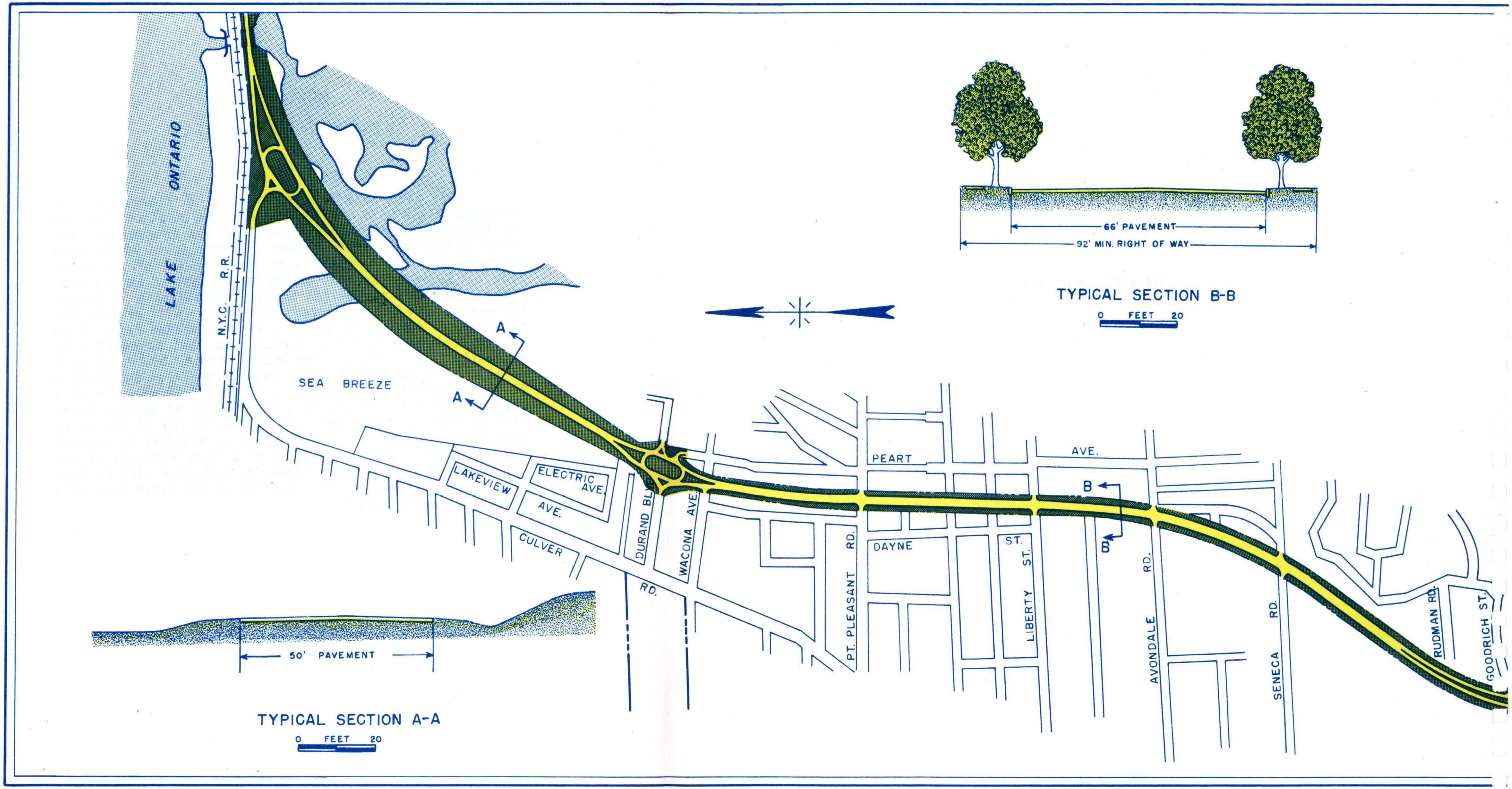
OUTER LOOP

WINTON - SEA BREEZE

OUTER LOOP

WINTON - SEA BREEZE

This section of the Outer Loop is planned on the abandoned Sea Breeze trolley bed and new location from the Sea Breeze-Nine Mile Point Road near the Irondequoit Bay Outlet Bridge to a point a short distance south of Bay View Road where it will connect with the east leg of the Outer Loop. A 50 foot pavement on variable right of way is proposed to connect the outlet bridge southwesterly to Durand Boulevard where a channelized intersection will provide the free flow of traffic to and from Durand-Eastman Park. From Durand Boulevard to Titus Avenue, a 66 foot pavement will generally follow the old Sea Breeze trolley bed which will be widened to 92 foot right of way. From Titus Avenue, twin 25 foot pavements separated by a 30 foot mall will follow a new 200 foot right of way to a point south of Bayview Road. This section will connect with the north leg of the Outer Loop by a complete interchange which is designed to provide for a possible future extension of a route easterly across Irondequoit Bay. Service roads 25 foot wide will be provided where necessary. This section of the Outer Loop will be 3.97 miles in length.



TYPICAL SECTION A-A

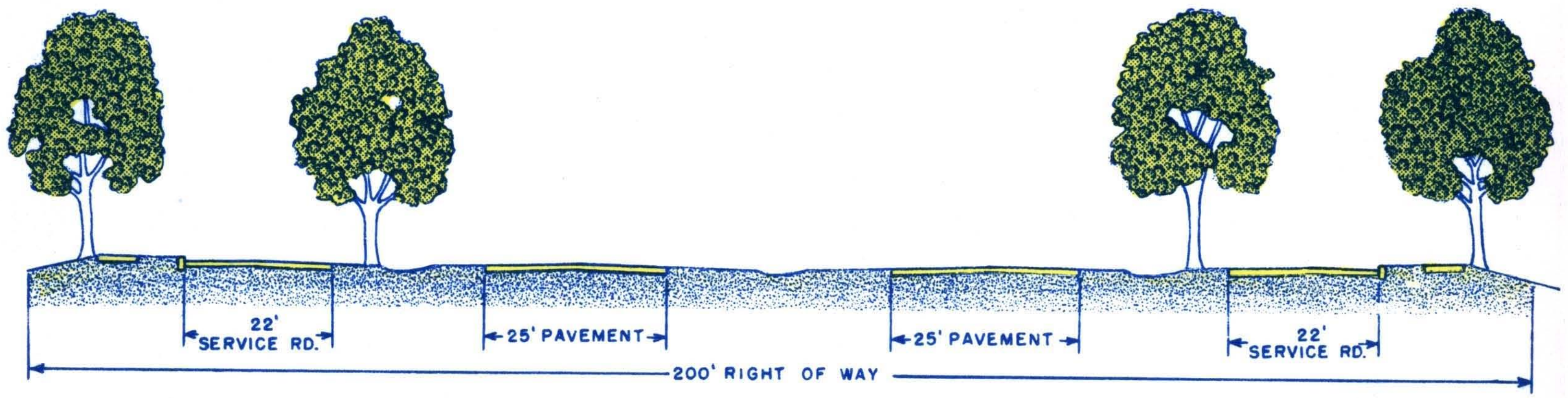
TYPICAL SECTION B-B

OUTER LOOP
WINTON - SEA BREEZE HIGHWAY
BETWEEN BAY VIEW RD. & SEA BREEZE

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT
JUNE 1947

0 500 1000
SCALE IN FEET



TYPICAL SECTION C-C

0 FEET 20

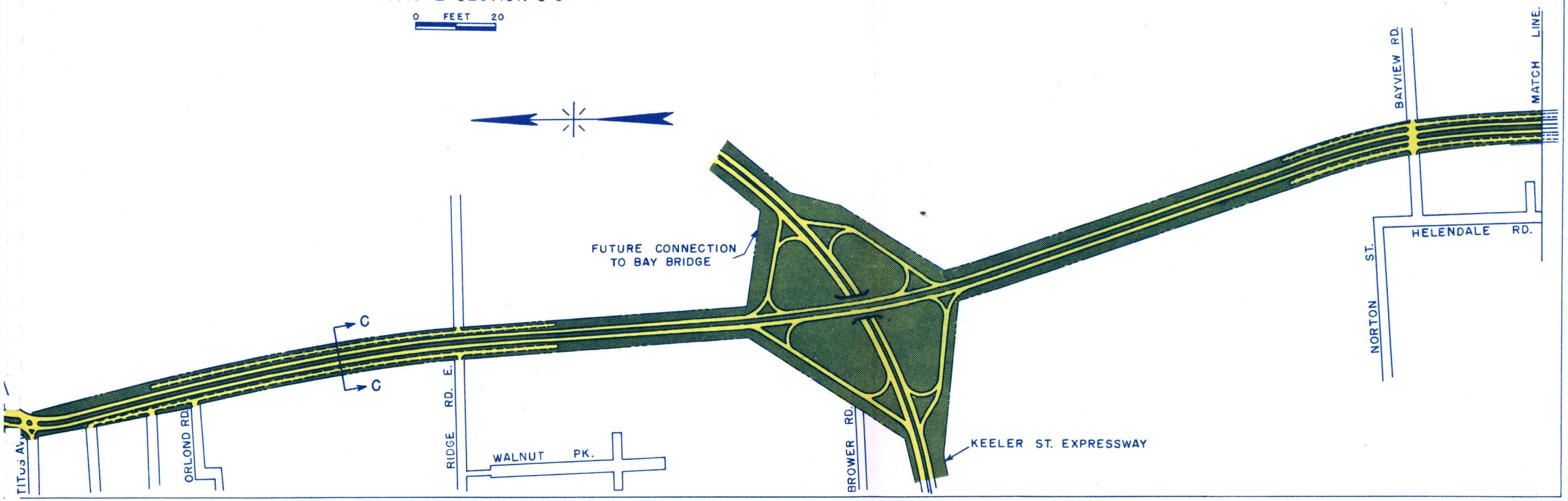


PLATE NO. 48

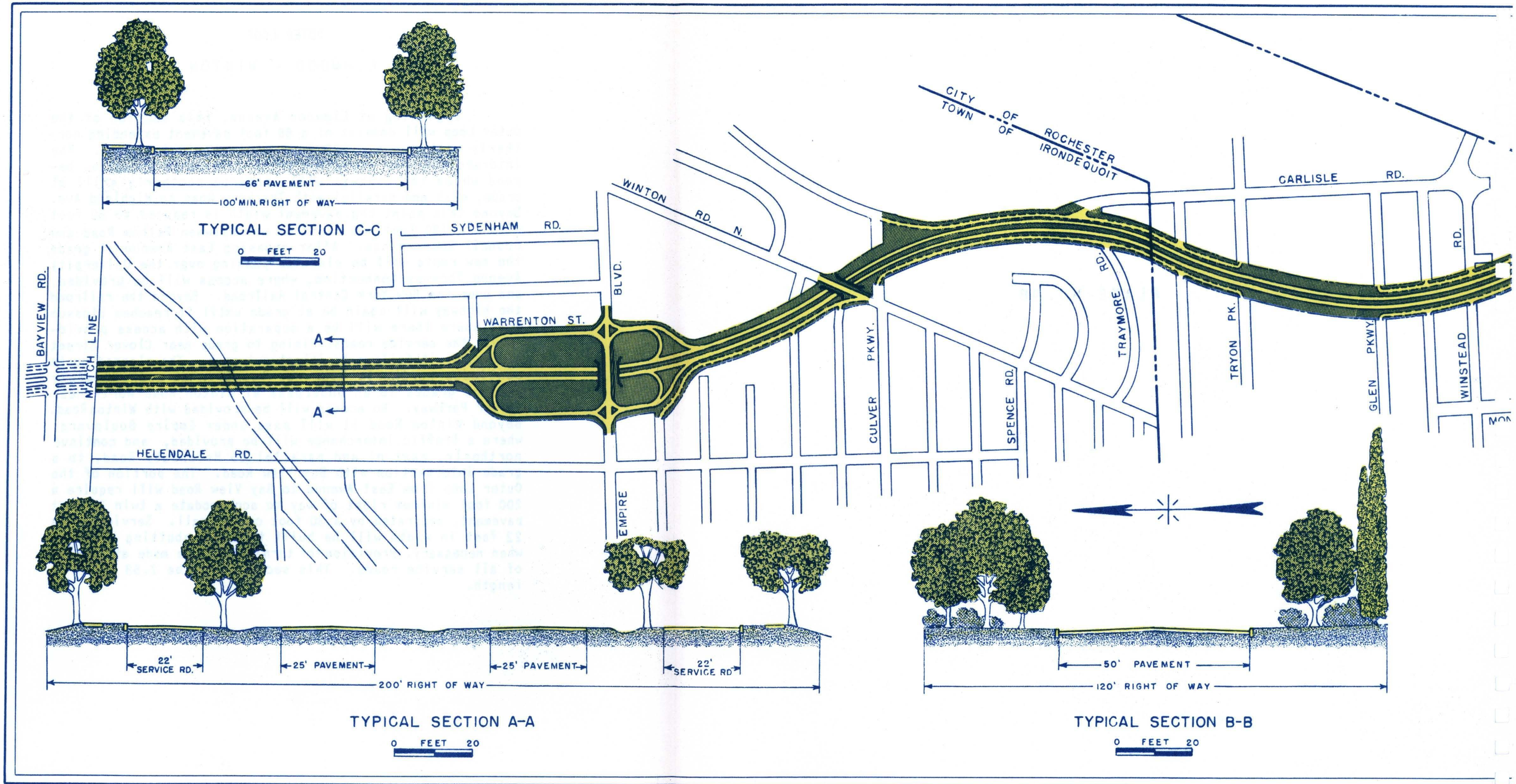
OUTER LOOP

ELMWOOD - WINTON

OUTER LOOP

ELMWOOD - WINTON

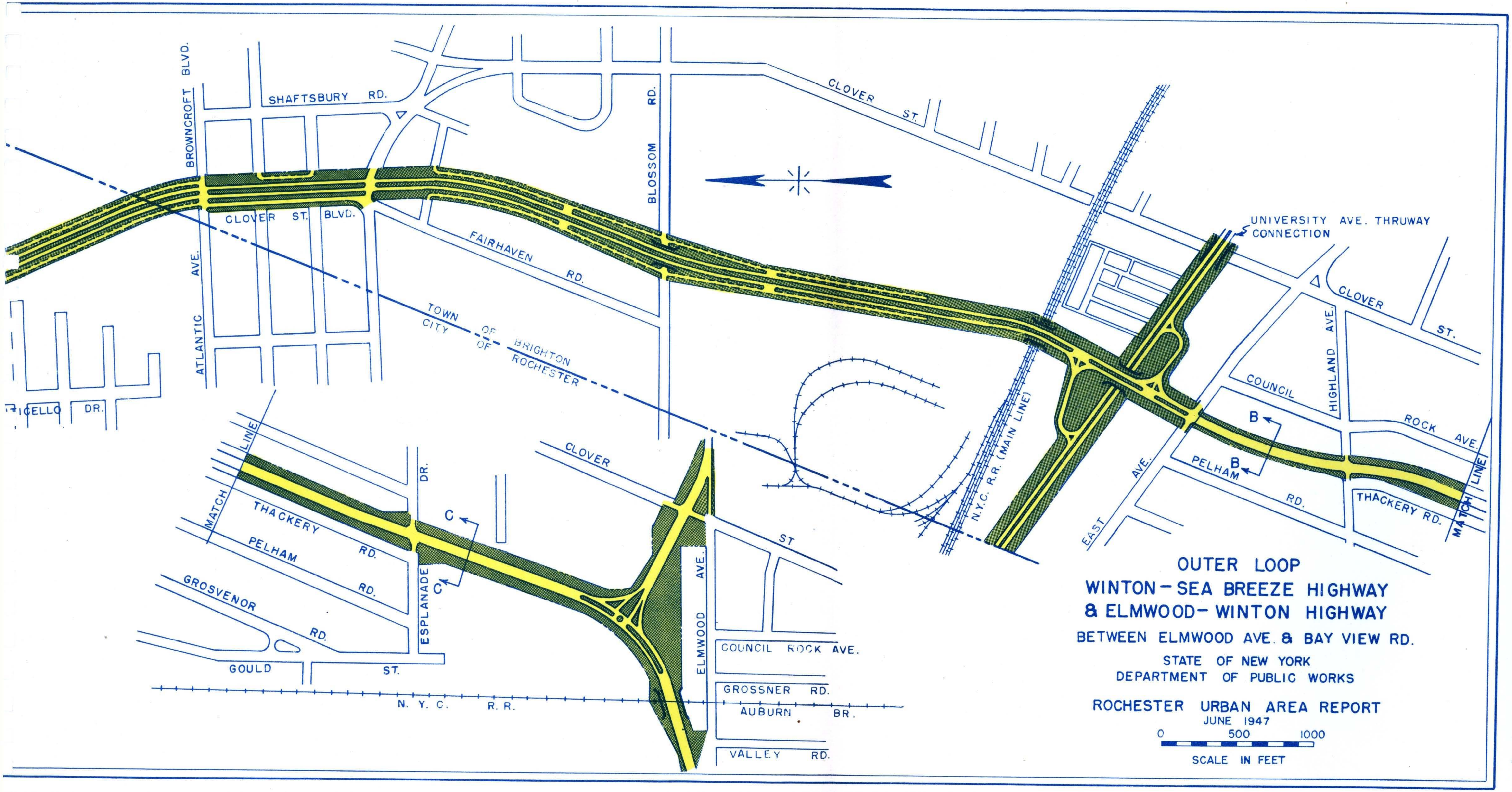
Beginning at Elmwood Avenue, this section of the Outer Loop will consist of a 66 foot pavement extending northerly within a new 100 foot minimum right of way. The intersection with Esplanade Drive is planned at grade, beyond which the highway will continue northerly still at grade, east and parallel with Thackery Road to Highland Ave. Beyond this point the pavement width is reduced to 50 feet within a 120 foot new right of way between Pelham Road and Council Rock Avenue. After crossing East Avenue at grade, the new route will be elevated passing over the University Avenue Thruway Connection, where access will be provided, and over the New York Central Railroad. Beyond the railroad the highway will again be at grade until it reaches Blossom Road where there will be a separation with access provided via the service roads. Rising to grade near Clover Street Boulevard, it follows to Atlantic Avenue. The planned route continues northerly over new location at approximately present grades to an underpass at Winton Road North near Culver Parkway. No access will be provided with Winton Road. Beyond Winton Road it will pass under Empire Boulevard, where a traffic interchange will be provided, and continue northerly, east of and parallel to Helendate Road, to a grade intersection with Bay View Road. The portion of the Outer Loop from East Avenue to Bay View Road will require a 200 foot minimum right of way to accommodate a twin 25 foot pavement, separated by a 30 foot center mall. Service roads 22 feet in width will be built to serve abutting property when necessary. Provision for turning will be made at termini of all service roads. This section will be 2.53 miles in length.



TYPICAL SECTION C-C

TYPICAL SECTION A-A

TYPICAL SECTION B-B



OUTER LOOP
WINTON – SEA BREEZE HIGHWAY
& ELMWOOD – WINTON HIGHWAY
BETWEEN ELMWOOD AVE. & BAY VIEW RD.

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

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JUNE 1947

PLATE NO.49

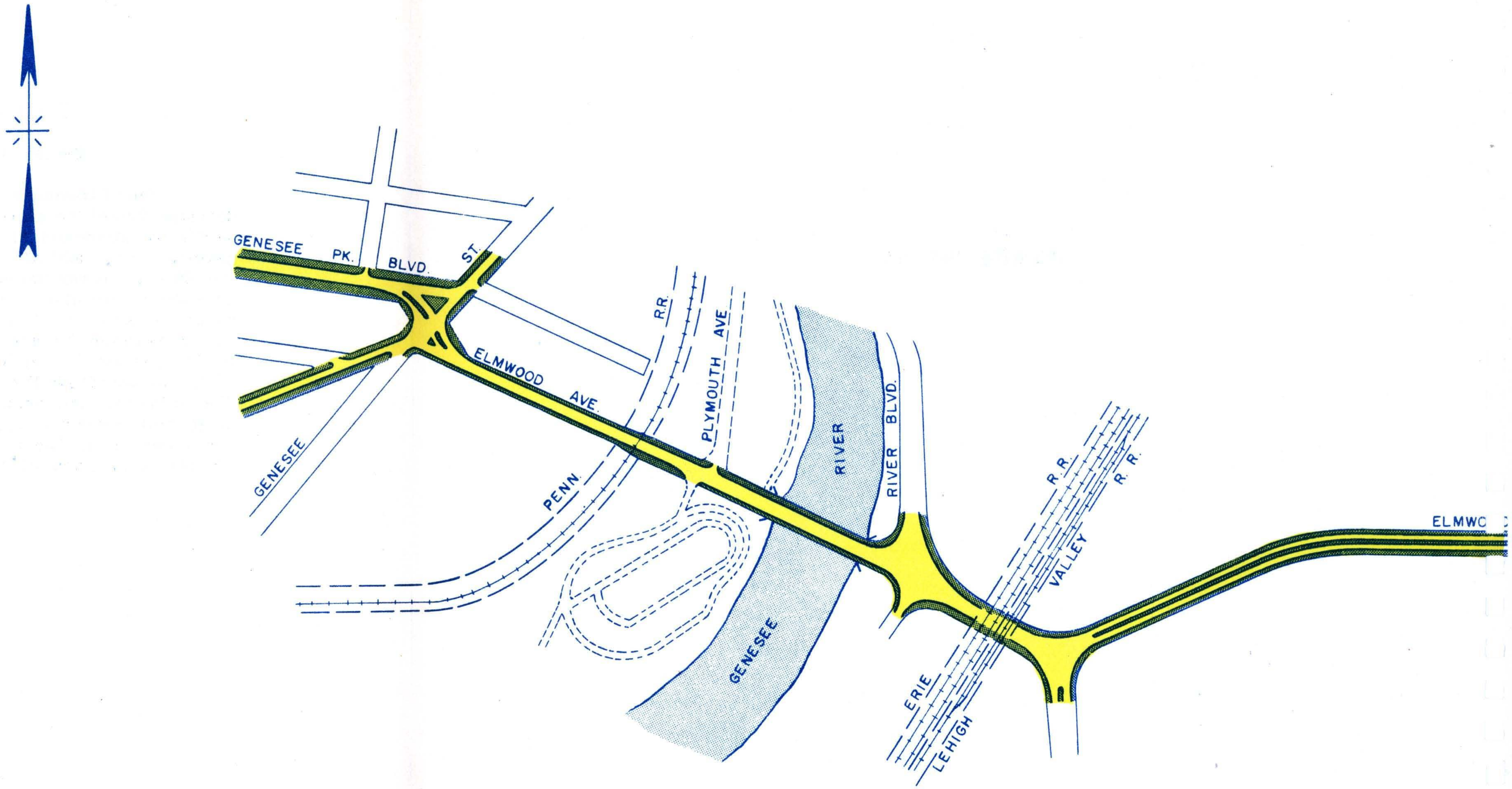
OUTER LOOP
ELMWOOD AVENUE
GENESEE STREET TO EAST CITY LINE

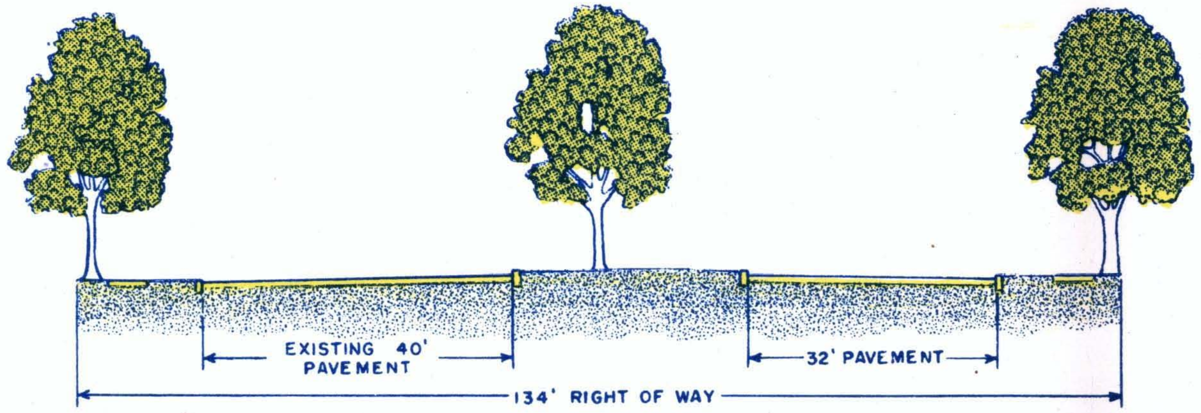
OUTER LOOP

ELMWOOD AVENUE

GENESEE STREET TO EAST CITY LINE

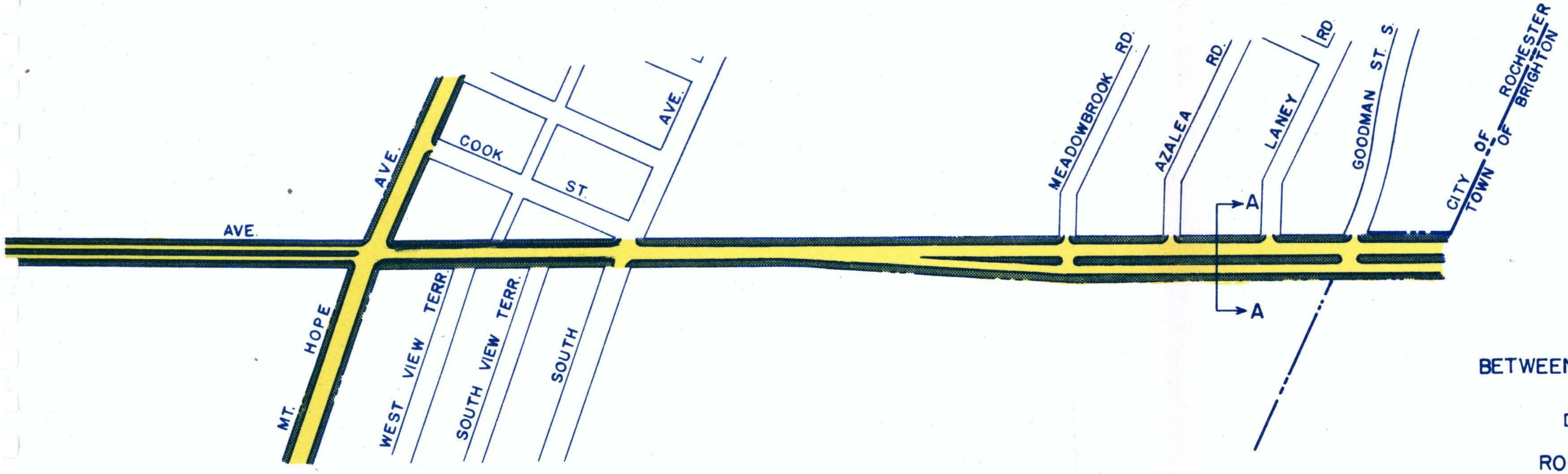
The Elmwood Avenue section of the Outer Loop from Genesee Street to a point east of South Avenue, has adequate width to accommodate the estimated traffic volumes. In general the right of way is 100 feet wide and the 50 foot to 60 foot wide pavement has good structures over the Genesee river and under the Erie and Lehigh Valley Railroads. From a point east of South Avenue to the City Line it is planned to use the existing 40 foot pavement for traffic traveling west and an additional 32 foot pavement will be added on the south side for eastbound traffic. The existing and proposed pavement will be separated by a 30 foot center mall. The new highway will necessitate the widening of the right of way to 134 feet. This section of the Outer Loop will be 1.93 miles in length.


GENESEE PK. BLVD.
ST.
ELMWOOD AVE.
GENESEE
R.R.
PLYMOUTH AVE
PENN
RIVER
GENESEE
RIVER BLVD.
R.R.
VALLEY
R.R.
ERIE
LEHIGH
ELMWC



TYPICAL SECTION A-A

0 FEET 20



OUTER LOOP
ELMWOOD AVE.

BETWEEN GENESEE ST. & GOODMAN ST. SOUTH

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT
JUNE 1947

0 400 800
SCALE IN FEET

PLATE NO. 50

OUTER LOOP

ELMWOOD AVENUE

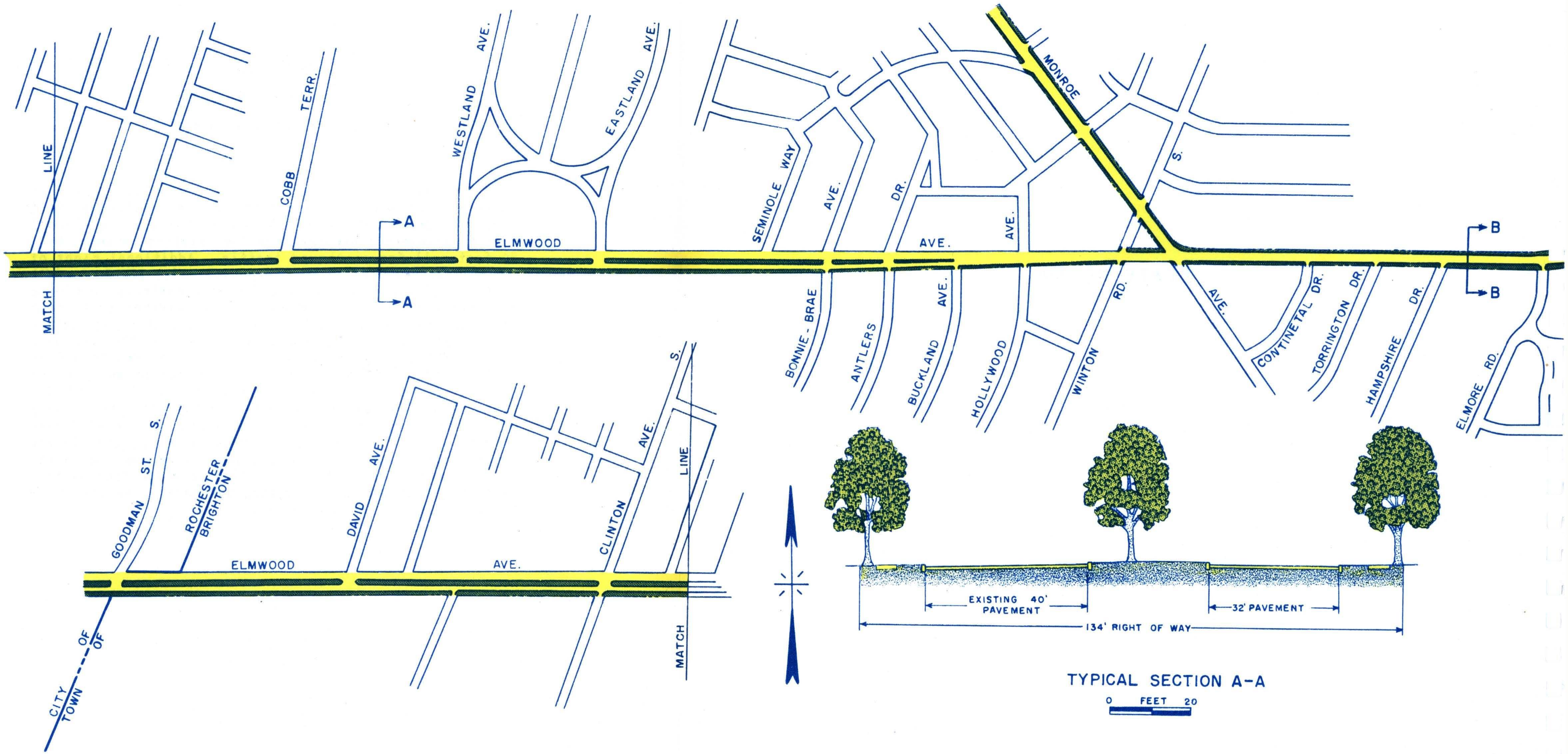
CITY LINE TO THRUWAY CONNECTION

OUTER LOOP

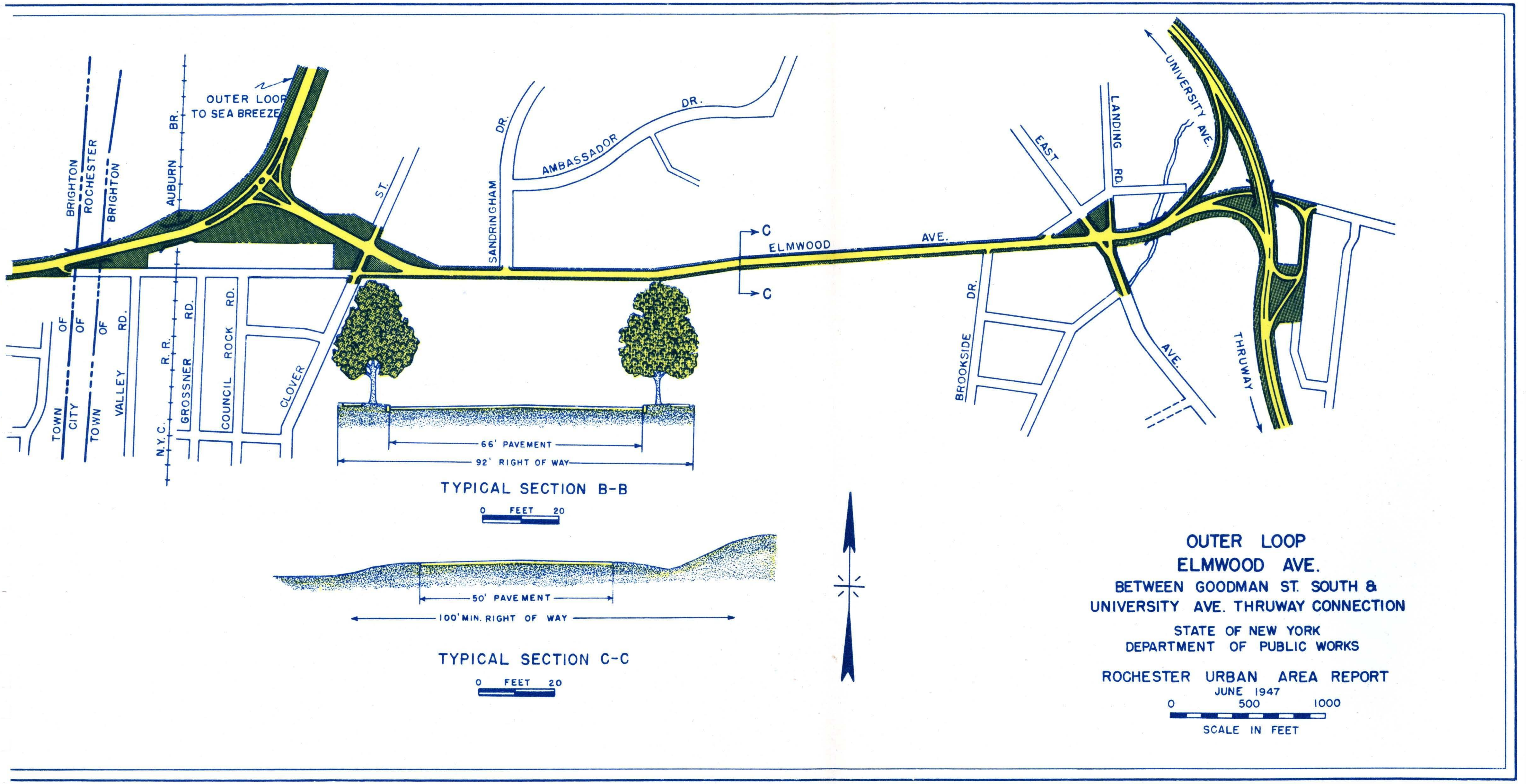
ELMWOOD AVENUE

CITY LINE TO THRUWAY CONNECTION

Beginning at the city line and continuing east to Buckland Avenue, it is planned to use the existing 40 foot pavement for westbound traffic and to build an additional 32 foot pavement separated from the existing pavement by a 30 foot mall for eastbound traffic. Additional right of way will be acquired on the south to provide 134 foot width of right of way. From Buckland Avenue easterly to Elmore Road, the existing right of way will be widened to 92 feet and a 66 foot pavement will be provided. Continuing easterly and northeasterly, the route will pass over the Rochester Transit Subway and the Auburn Branch of the New York Central Railroad with a channelized intersection between the Outer Loop to the north and a spur continuing easterly along Elmwood Avenue to connect directly with the Thruway connection from the southeast. This spur will meet Clover Street, East Avenue and Landing Road at grade, then follow Linden Avenue where an interchange will be built with the Thruway connection. The spur will have a 100 foot minimum width right of way and a 50 foot pavement. The length of this section will be 4.12 miles.



TYPICAL SECTION A-A



TYPICAL SECTION B-B

TYPICAL SECTION C-C

OUTER LOOP
ELMWOOD AVE.
BETWEEN GOODMAN ST. SOUTH &
UNIVERSITY AVE. THRUWAY CONNECTION

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

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PLATE NO.51

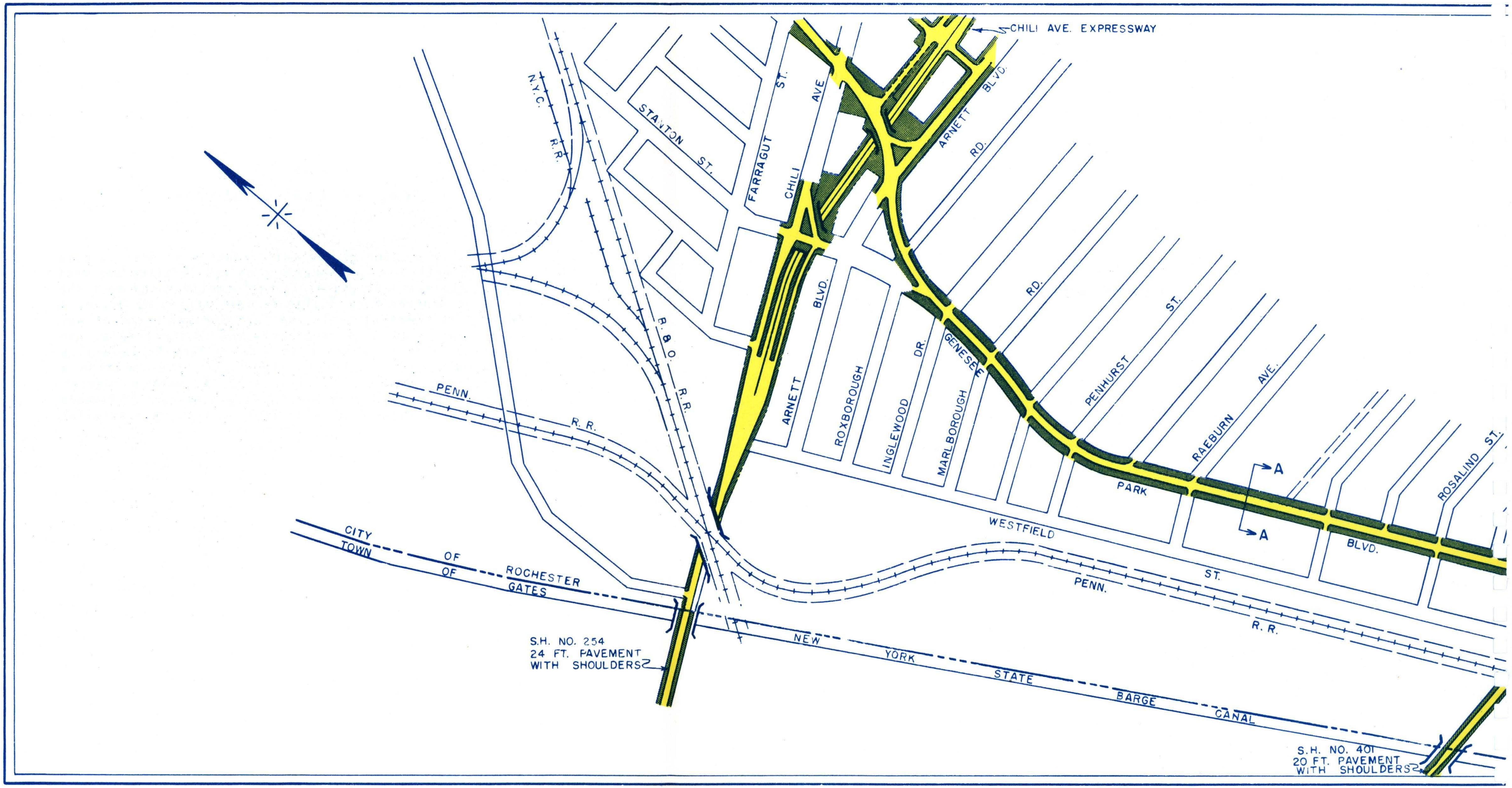
OUTER LOOP

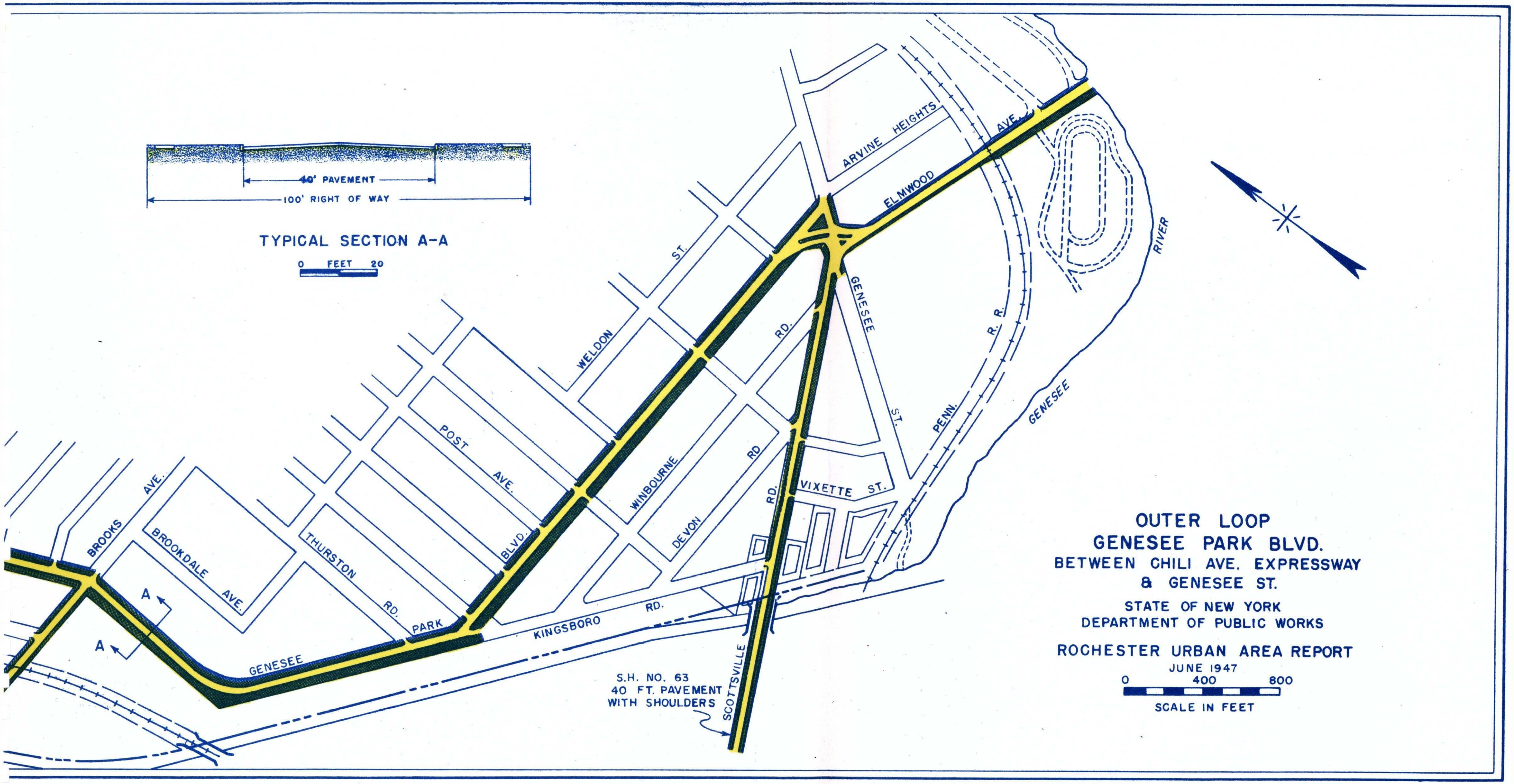
GENESEE PARK BOULEVARD

OUTER LOOP

GENESEE PARK BOULEVARD

This section of the Outer Loop is planned to pass over the Chili Avenue Expressway on new location and meet Arnett Boulevard at grade. It will continue and meet the existing Genesee Park Boulevard near Inglewood Drive. A 66 foot pavement within a 100 foot minimum right of way is planned. Continuing southerly and southeasterly, the existing 40 foot pavement on Genesee Park Boulevard is utilized as far as Genesee Street. At this location a channelized intersection is planned to provide easier movement of traffic from Genesee Park Boulevard to Elmwood Avenue and Scottsville Road. This section is 1.93 miles long.


CHILI AVE. EXPRESSWAY
N.Y.C. R.R.
STANTON ST.
FARRAGUT ST.
CHILI AVE
ARNETT BLVD.
RD.
B.&O. R.R.
PENN. R.R.
ARNETT BLVD.
ROXBOROUGH
INGLEWOOD DR.
MARLBOROUGH
GENESEE
RD.
PENHURST ST.
RAEBURN AVE.
ROSALIND ST.
PARK BLVD.
A
A
WESTFIELD ST.
CITY OF ROCHESTER
TOWN OF GATES
PENN. R.R.
NEW YORK STATE BARGE CANAL
S.H. NO. 254
24 FT. PAVEMENT
WITH SHOULDERS
S.H. NO. 401
20 FT. PAVEMENT
WITH SHOULDERS



OUTER LOOP
GENESEE PARK BLVD.
BETWEEN CHILI AVE. EXPRESSWAY
& GENESEE ST.

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT
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PLATE NO. 52

OUTER LOOP

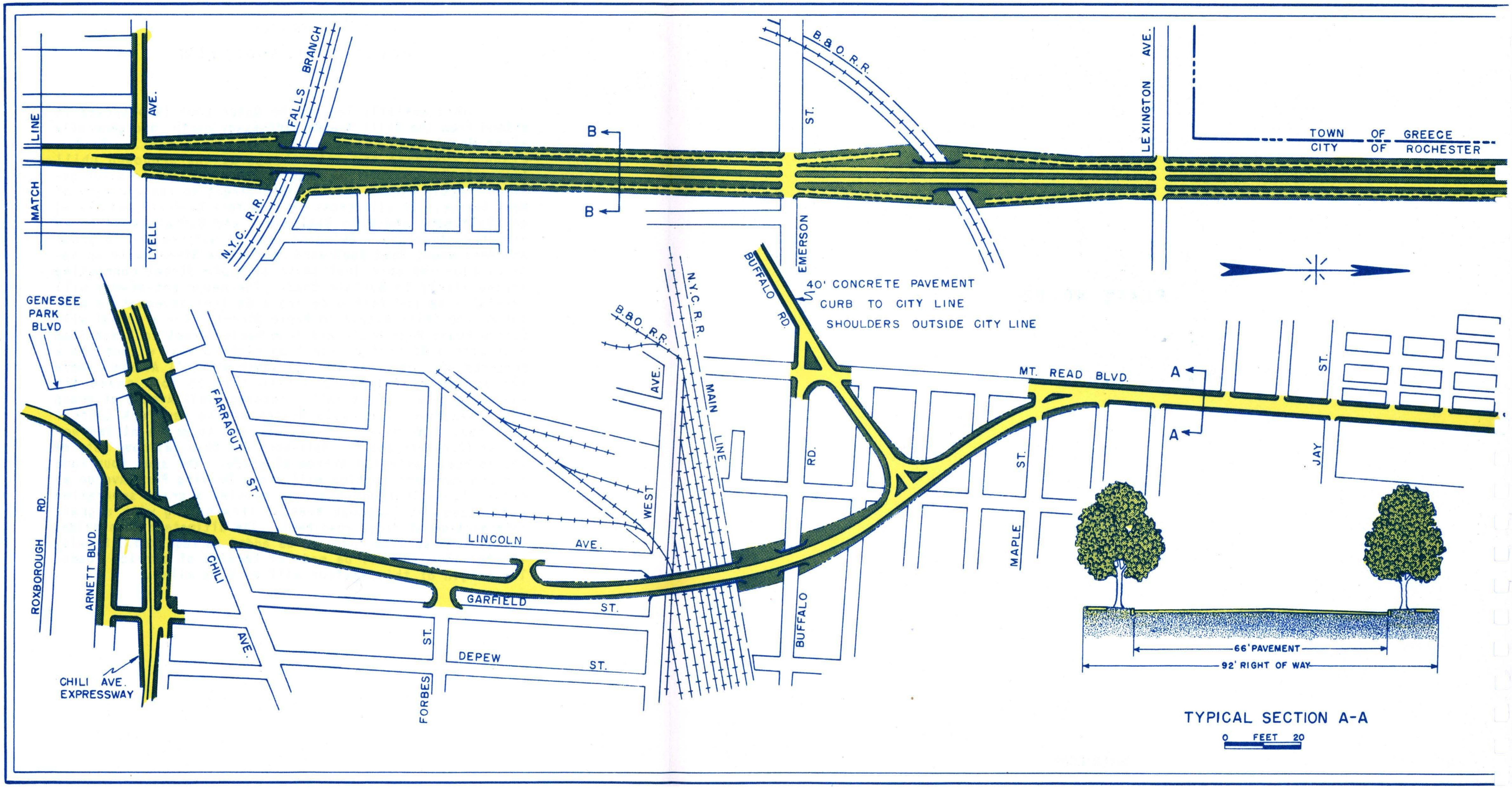
MOUNT READ BOULEVARD

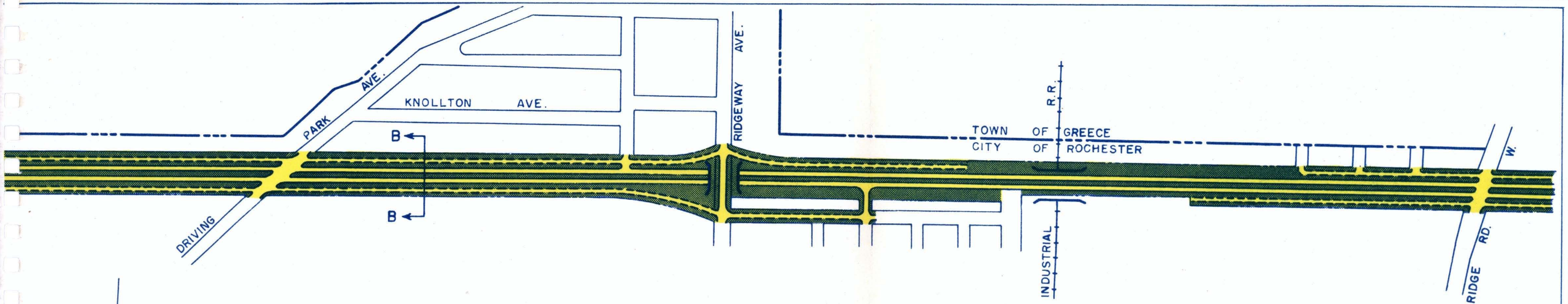
CHILI AVE. EXPRESSWAY TO RIDGE ROAD WEST

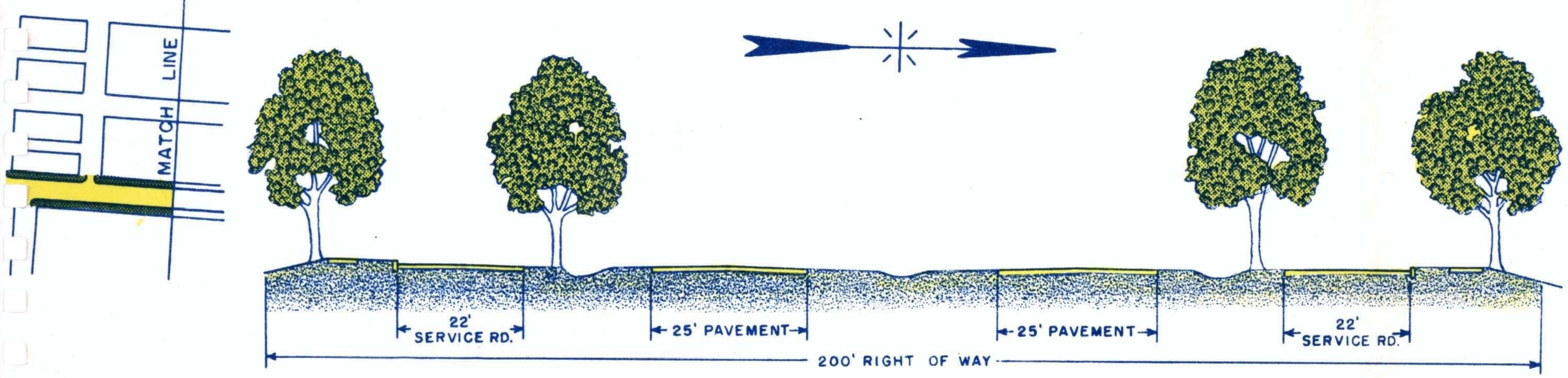
OUTER LOOP

MOUNT READ BOULEVARD

This westerly leg of the Outer Loop is proposed to extend from the Chili Avenue Expressway north, and generally along Mount Read Boulevard to Ridge Road West. From a planned overpass and interchange at the proposed Chili Avenue Expressway, it will lead northerly on new location between Lincoln Avenue and Garfield Street to the vicinity of West Avenue. It will cross the New York Central (Main Line) and Baltimore and Ohio Railroads, and Buffalo Road on an elevated structure. Swinging west, it will return to grade and meet Mount Read Boulevard near Maple Street with an intersection and spur just south of Maple Street connecting southwesterly to Buffalo Road. The new right-of-way will generally be 100 feet wide and a 66 foot pavement is proposed from Chili Avenue to Maple Street. The arterial will follow Mount Read Boulevard from Maple Street to Ridge Road West with a 66 foot pavement on right-of-way widened to a proposed 92 foot width to just south of Lyell Avenue. Here the pavement will flare out to twin 25 foot pavements separated by a 30 foot mall, crossing Lyell Avenue at grade and rising over the Falls Branch of the New York Central Railroad. The pavement will descend to grade at Emerson Street then overpass the Baltimore and Ohio Railroad returning to meet Lexington Avenue at grade. The same four lane divided pavement section will cross Driving Park Avenue at grade, it is then depressed to provide a grade separation with access at Ridgeway Avenue, terminating with a grade intersection at Ridge Road West. The ultimate plan provides for 22 foot service roads to be added as required. Provision for turning will be made at termimi of service roads. The length of this section will be 4.38 miles.


MATCH LINE
LYELL AVE.
FALLS BRANCH
N.Y.C. R.R.
B
B
B.&O. R.R.
EMERSON ST.
LEXINGTON AVE.
TOWN OF GREECE
CITY OF ROCHESTER
GENESEE PARK BLVD
FARRAGUT ST.
B.&O. R.R.
N.Y.C. R.R. MAIN LINE
WEST AVE.
BUFFALO RD.
40' CONCRETE PAVEMENT
CURB TO CITY LINE
SHOULDERS OUTSIDE CITY LINE
MT. READ BLVD.
A
A
ST.
JAY
RD.
ST.
MAPLE
LINCOLN AVE.
GARFIELD ST.
DEPEW ST.
FORBES ST.
ROXBOROUGH RD.
ARNETT BLVD.
CHILI AVE.
CHILI AVE. EXPRESSWAY
BUFFALO
66' PAVEMENT
92' RIGHT OF WAY
TYPICAL SECTION A-A
0 FEET 20





TYPICAL SECTION B-B

0 FEET 20

OUTER LOOP
MT. READ BLVD.
BETWEEN RIDGE RD. WEST & CHILI AVE. EXPRESSWAY

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

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0 400 800
SCALE IN FEET

PLATE NO. 53

OUTER LOOP

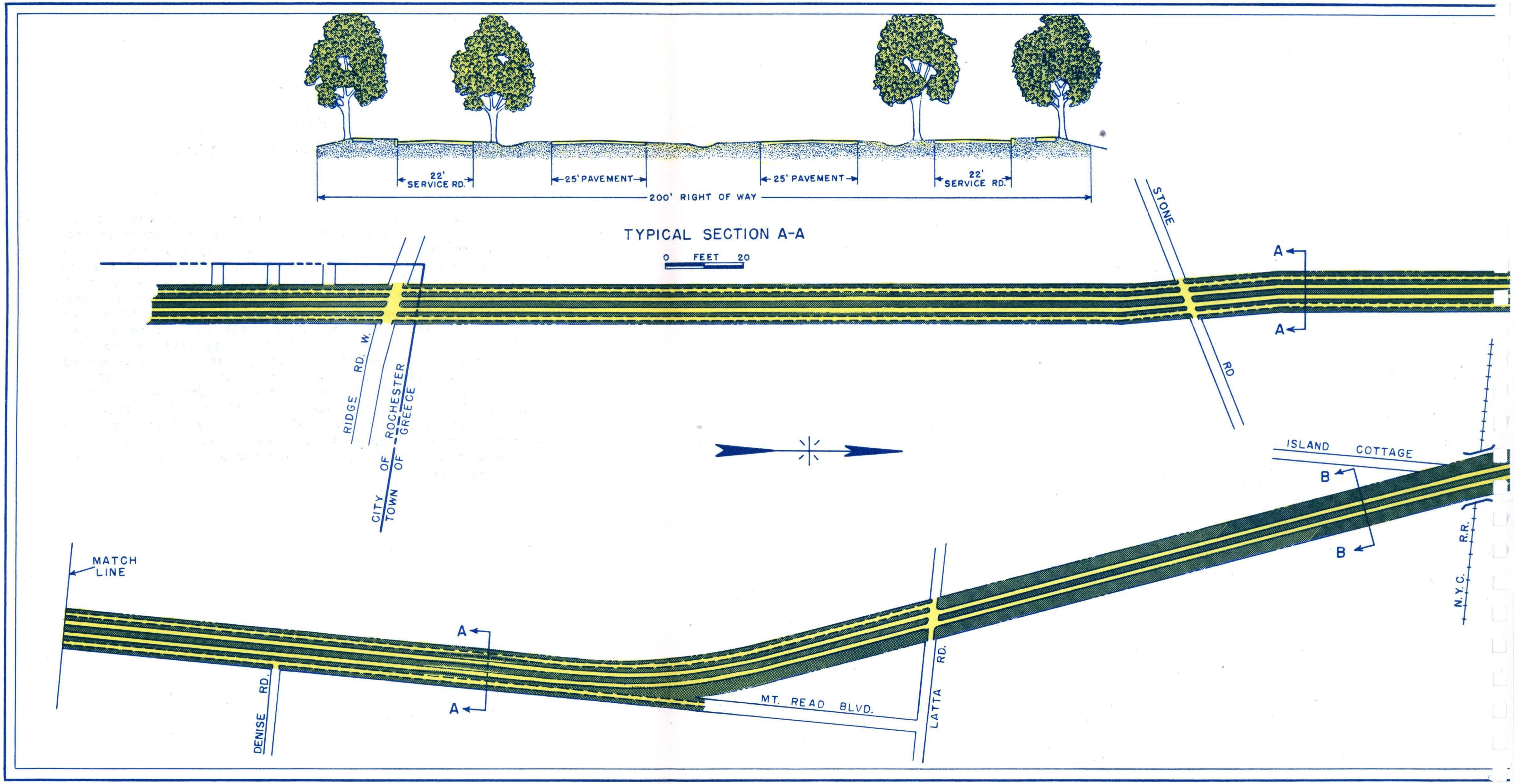
MOUNT READ BOULEVARD

RIDGE ROAD WEST TO LAKE ONTARIO STATE PARKWAY

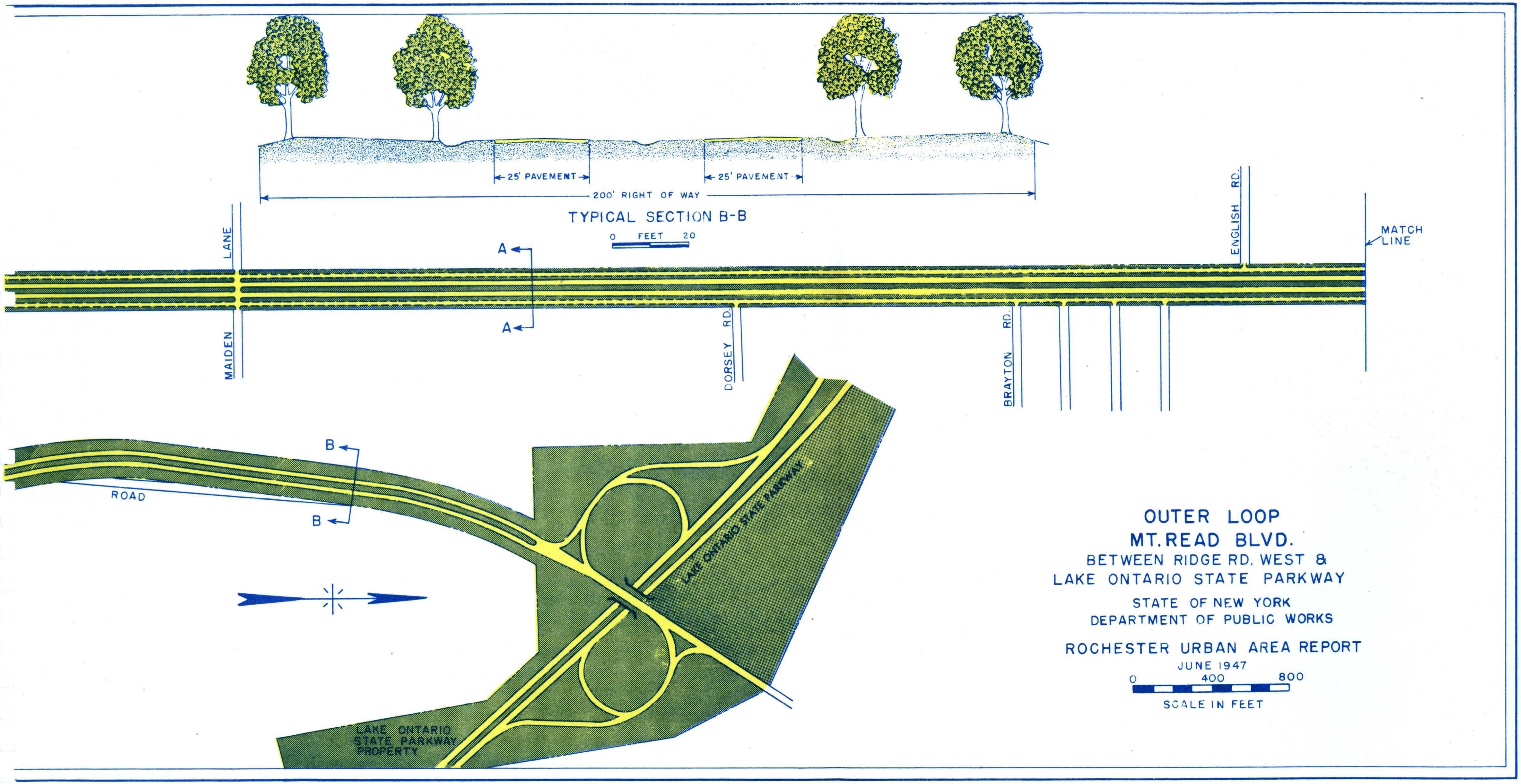
OUTER LOOP

MOUNT READ BOULEVARD

This section extends from Ridge Road West to the proposed Lake Ontario State Parkway. It is planned to provide twin 25 foot pavements separated by a 30 foot center mall on a 200 foot right of way. From Ridge Road West to Latta Road, two 22 foot service roads are planned where necessary. Right of way will be required on the east side of Mount Read Boulevard from the city line north as far as Stone Road. From Stone Road north to an intersection at grade with Latta Road, right of way will be required on the west side of the existing highway. The proposed highway will then pass over the branch line of the New York Central Railroad and continue along the west side of the Island Cottage Road to a traffic interchange with the proposed Lake Ontario State Parkway. This important section of the loop is 4.56 miles in length. It will provide service for the growing industrial area of the northwest section.



TYPICAL SECTION A-A



OUTER LOOP
MT. READ BLVD.
BETWEEN RIDGE RD. WEST & LAKE ONTARIO STATE PARKWAY

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

ROCHESTER URBAN AREA REPORT
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APPENDIX

THE ARTERIAL LAW

ARTICLE XII-B OF THE HIGHWAY LAW

(Chapter 543, Laws of 1944 as amended)

STATE ARTERIAL HIGHWAYS PASSING THROUGH CITIES

Section 349-b. Declaration of Policy

349-c. Design, construction and payment of costs

349-b Declaration of policy. The modernization and the construction of arterial highways which are to pass through cities, will contribute greatly to post-war reemployment and to the stimulation of industrial recovery. The resources and the technical skills that are available to the state for these purposes should be used for the benefit of the cities upon the principle that the construction of such arterial highways is a matter of state concern. However, it is the manifest intention of the state to recognize and to preserve the powers or rights heretofore conferred upon or delegated to any city to regulate the property, affairs or government thereof, in the modernization and the construction of such arterial highways. The integration of such arterial highways in the system of state highways throughout the state contemplates an expenditure of public funds to pay the costs that are attendant upon the fulfillment of a program of the work of modernization and construction as herein mentioned, as well as of the maintenance of such public ways. It is hereby declared to be the purpose of this act to initiate the procedure that is prerequisite to any project of the magnitude herein provided, to the end that orderly progress and equitable distribution of effort and monies may be observed in the administration of this article, and, from time to time, when expressly authorized by the legislature, any section of such arterial highways may be constituted, constructed, reconstructed, improved and maintained as a part of the state highway system.

349-c Design, construction, and payment of costs.
1. Notwithstanding the provisions of any general, special or local law, the superintendent of public works is authorized and empowered to prepare designs, plans, specifications and estimates for the construction, reconstruction or improvement (1) of any extension or continuation of any highway or route which is now or which shall hereafter be authorized by sections three hundred forty and three hundred forty-one of this chapter, upon any public street or streets in any city outside of the city of New York, which are now or which shall hereafter be designated in this article, and (2) of any existing or proposed main routes or thoroughfares in the city of New York; all of which are designated in this article. Such designs, plans, specifications and estimates may be prepared (a) by the department of public works; (b) by any city herein named, if the preparation of such designs, plans, specifications and estimates are authorized in advance by the superintendent of public works and then upon such terms and conditions as may be agreed by and between such city and the superintendent of public works; (c) subject to the approval of the director of the budget, by the employment of private engineers or engineering firms; or (d) by a combination of such methods. The superintendent of public works may, in his discretion, provide or direct that there be provided in such designs, plans, specifications and estimates, such roadside and landscape development, includ-

ing such sanitary and other facilities as may be deemed reasonably necessary to accommodate the public; provided, however, that such development is within the bounds of any property acquired for purposes connected with the highway system of the State of New York pursuant to this chapter, and any adjacent publicly owned or controlled recreational areas of limited size and with provision for convenient and safe access thereto by pedestrian and vehicular traffic. All references hereinafter contained in this article to the construction of facilities and appurtenances of state highways, or to a section or sections of the arterial system, may be deemed to include the development and facilities mentioned in this paragraph.

2. With relation to any city named in this article, but not including the city of New York:

2.1 The superintendent of public works is authorized to provide in such designs, plans, specifications and estimates for bridges, culverts, drainage, shoulders, gutters, curbs, sidewalks and any other facilities and appurtenances as he may determine.

2.2 The superintendent of public works shall construct, reconstruct or improve such extensions or continuations, including said facilities and appurtenances, in the same manner as other state highways, facilities and appurtenances are constructed, reconstructed and improved pursuant to this chapter. For all the purposes of this section, the jurisdiction of the superintendent of public works shall extend over the entire property affected by the provisions hereof, as such jurisdiction has been obtained, or as such jurisdiction may hereafter be obtained pursuant to the provisions of this chapter. Such sidewalks, facilities and appurtenances shall be maintained or shall be continued to be maintained, as the case may be, by the city in which they are located, or by the agency or unit owning or having control and jurisdiction thereof.

2.3 The governing body of any city named in section three hundred forty-nine-e of this article may apply to the superintendent of public works for a change in such designation of a public street or streets within the boundaries of such city, and the superintendent of public works may grant such application, and in case such application is granted, the additional costs and expenses of the acquisition of property and legal damages caused thereby, and the additional costs and expenses of construction, reconstruction or improvement of the public street or streets as requested in such application shall, pursuant to written agreement, be paid by such city to the state. The monies so required shall be raised by tax or pursuant to the local finance law or in accordance with any local charter or law, as the case may be, and such funds shall be deposited and be subject to requisition in the manner as herein provided in case a greater width or different type of construction is desired by such city.

2.4 A state highway may be constructed or reconstructed through any such city, of such width and type of construction as the superintendent of public works shall deem proper, unless a greater width or different type of construction is desired by such city, in which case the governing body of such city may apply to the superintendent of public works to provide the width and type of construction desired. The superintendent of public works may grant such application, if he deems the filing of such application to be timely, and the additional cost and expenses of, such width and type of construction, or either of them, shall, pursuant to written agreement, be paid by such city to the state. Whenever the superintendent of public works shall have granted such an application, the designs, plans, specifications and estimates of costs, together with an estimate showing the additional costs and expenses to be borne by such city, to provide for the greater width or different type of construction or both, shall be submitted to the governing body of such city which, if it approves such designs, plans, specifications and estimate of cost, shall by resolution appropriate funds necessary to provide for the portion of the costs and expenses of construction to be borne by such city. Such funds shall, prior to the advertisement for bids for or including the said greater width or different type of construction, be deposited by such city with the state comptroller subject to the draft or requisition of the superintendent of public works, and a certified copy of such resolution shall be filed with the state comptroller and with the superintendent of public works. The monies so required shall be raised by tax or pursuant to the local finance law or in accordance with any local charter or law, as the case may be. Upon the completion of a highway within such city where a portion of the costs and expenses are borne by the city the superintendent of public works shall transmit to the governing body of such city a statement showing the actual costs and expenses of the additional width or changed construction including a proportionate charge for engineering, and shall notify the city clerk that he will accept the work within twenty days from the date of such notice, unless protest in writing against the acceptance shall be filed by such clerk with the superintendent of public works. In case a protest is filed the superintendent of public works shall hear the same and if it is sustained the superintendent of public works shall delay the acceptance of the highway or section thereof until the same be properly completed. If no protest is filed the highway or section thereof shall at the expiration of the said twenty days be deemed finally completed and accepted on behalf of such city and the state. The provisions of any general or special laws relative to the pavement or improvement of streets and the assessment and payment of the cost thereof shall apply, as far as may be, to such additional construction and the assessment and payment of the cost thereof, except that the provisions of any general or local act affecting the pavement or improvement of streets or avenues in any such city and requiring the owners, or any of the owners, of the frontage on a street to consent to the improvement or pavement thereof, or requiring a hearing to be given to the persons whose premises are subject to assessment, upon the question of doing such paving or making such improvement shall not apply to the portion of the improvement or pavement of a state highway the expense for which is required to be paid by such city to the state.

2.5 Whenever the superintendent of public works deems it necessary to acquire property for the purpose of widening any such designated street, he shall, before filing the description and the original tracing of any map, or proceeding with the acquisition of such property or the work of construction, reconstruction or improvement, transmit the designs, plans, specifications and estimates of cost for the construction, reconstruction or improvement of the extension or continuation upon said street to the governing body of such city in which such designated street or any portion thereof is located. The governing body of such city, after the receipt of such designs, plans, specifications and estimates of cost, may conduct a public hearing or hearings upon such notice as such governing body shall deem reasonable, but not less than ten days, to the superintendent of public works and to such other party or parties, deemed by said governing body to be interested in the project. In any event and within sixty days or within such other period of time as may be provided by the provisions of the charter of such city, after the receipt of the designs, plans, specifications and estimates of cost, the said governing body shall, by resolution, duly adopted by its members, approve, disapprove or recommend modifications in such designs, plans, specifications and estimates of cost as the public interest shall require. Within ten days after the adoption of the resolution, the clerk of such governing body shall mail a certified copy thereof to the superintendent of public works. The form of the resolution shall be prescribed by the superintendent of public works. In case such governing body shall disapprove the designs, plans, specifications, and estimates of cost, without proposing modifications, the superintendent of public works may, in his discretion prepare and submit to such governing body for approval other designs, plans, specifications and estimates of cost, for the construction, reconstruction or improvement of the extension or continuation within the bounds of such city or in his discretion he may proceed with the work of construction, reconstruction or improvement within and confined to the existing width of the pavement of said designated street in the affected location. In case such governing body shall disapprove the designs, plans, specifications and estimates of cost, and shall recommend modifications, the superintendent of public works may approve the designs, plans, specifications and estimates of cost, so modified, or recommend other modifications for approval, and said extension or continuation shall be constructed, reconstructed or improved in accordance with such designs, plans, specifications and estimates of cost, as finally approved. When the designs, plans, specifications and estimates of cost for construction, reconstruction or improvement of an extension or continuation as aforesaid have finally been approved as hereunder provided, no resolution thereafter adopted by the governing body of such city shall rescind, annul or modify such prior resolution either directly or indirectly excepting upon the advice and with the consent of the superintendent of public works. Upon the failure or omission of the governing body of any such city to act within the time and manner herein required, the said designs, plans, specifications and estimates of costs shall be deemed to be approved so far as such governing body is concerned.

2.6 Any property which is deemed by the superintendent of public works to be necessary to carry out the provisions of this section, shall be acquired by him pursuant to section thirty of this chapter. The costs and expenses of such acquisition of property and any liability incurred by reason thereof, including legal damages caused by such acquisition and by the work of constructing, reconstructing or improving such extensions and continuations, including legal damages caused by such work of construction, reconstruction or improving, all as provided in section thirty of this chapter, shall be paid by the state in the first instance and shall be borne as follows: Fifty percentum by the state and fifty percentum by such city affected thereby.

2.7 Before property shall be so acquired in such city for the purpose of this section, the superintendent of public works shall transmit to the governing body of such city an estimate showing the proportionate costs and expenses of such acquisition as such costs and expenses are specified in section thirty of this chapter, whereupon and within ninety days after the transmittal of said estimate such city shall (a) by resolution, appropriate the funds as shown in said estimate, (b) deposit such funds with the state comptroller subject to the draft or requisition of the superintendent of public works, and (c) file a copy of the resolution with the state comptroller and with the superintendent of public works. Upon the completion of a highway within such city where a portion of the costs and expenses of the acquisition of the property are borne by the city, the superintendent of public works shall transmit to the governing body of such city a statement showing the actual costs and expenses of such acquisition as hereinbefore mentioned, and shall notify the city clerk of the amount due from or to be returned to the city, as the case may be. Any sum due the state shall be paid by such city within sixty days after the date of the transmittal of said statement and the funds therefor shall be raised by tax or pursuant to the local finance law, or in accordance with any local charter or law, as the case may be.